

# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXIV. No. 8

Chicago, Ill., U. S. A., April 25, 1915.

PRICE \$1.50 PER YEAR  
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Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
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Urmston-Harting Grain Co., receivers & shippers.\*  
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Witt, Frank A., grain commission & brokerage.

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Owen & Brother Co., grain commission.  
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Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
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Merriam Commission Co., consignments.  
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Omaha Elevator Co., receivers, shippers.\*  
Taylor Grain Co., receivers and shippers.  
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## Directory of the Grain Trade

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Pultz & Co., J. B., grain and feed.\*  
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Stites, A. Judson, grain and millfeed.

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Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Seavey & Clark, grain, hay and millfeed.\*  
Smith & Co., J. W., grain, hay feed.\*  
Stewart, D. G., grain, hay, feed.  
Walton Co., Sam'l, grain and hay.\*

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### PUEBLO, COLO.

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Southern Brokerage Co., grain, hay, feeds & seeds.

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Harold Grain Co., J. R., milling wheat.  
Keith Grain & Com. Co., grain & commission.  
Kelly Grain Co., Edward, consignments.  
Kemper Grain Co., The, receivers and shippers.  
Koch Grain Co., Geo., Kansas turkey wheat.  
McCullough Grain Co., consignments.\*  
Norris Grain Co., grain exporters.  
Powell & Co., L. H., receivers and shippers.  
Roth Grain Co., receivers and shippers.  
Scott & Sons, W. L., grain merchants.  
Strong Grain & Coal Co., B., grain & coal.  
Wallingford Bros., receivers, shippers.\*  
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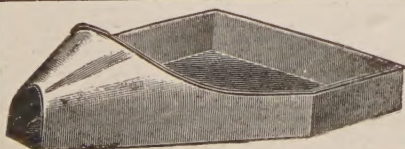
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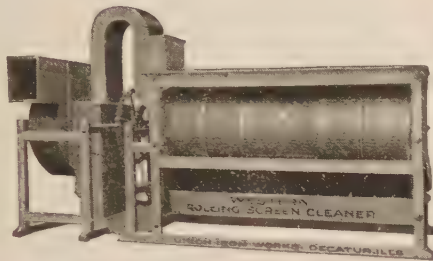
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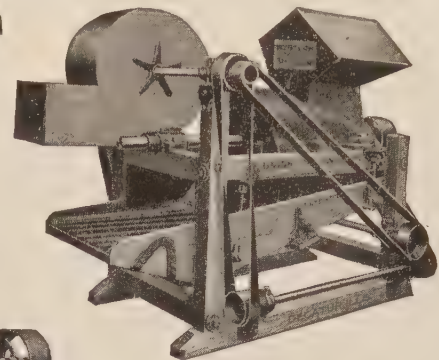
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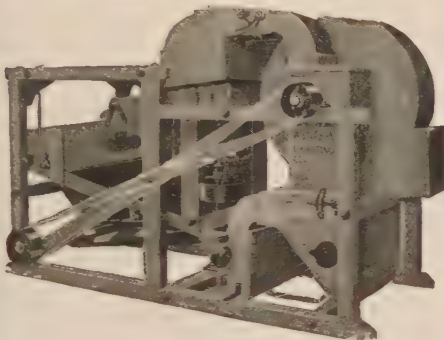
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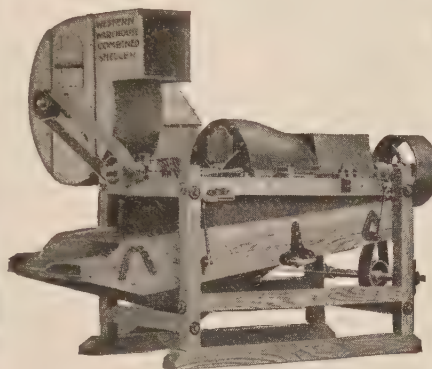
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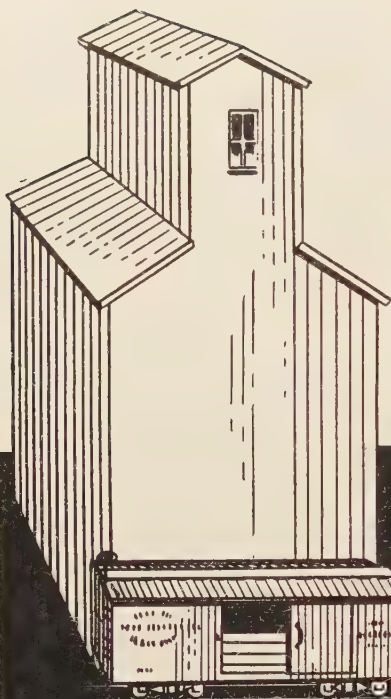
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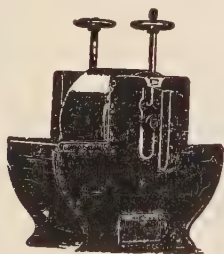




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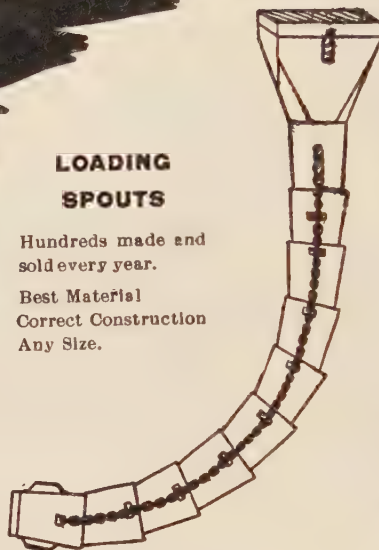


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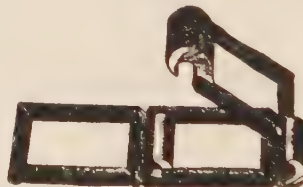
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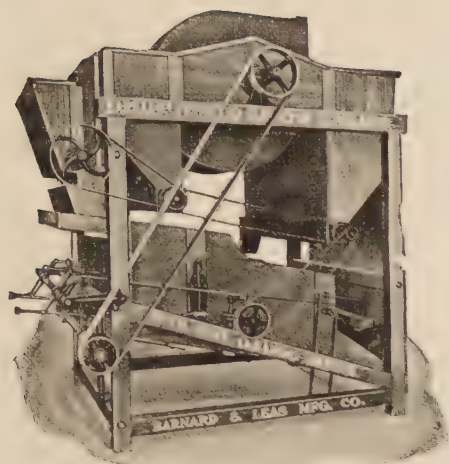
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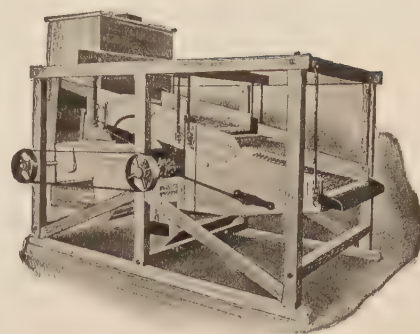
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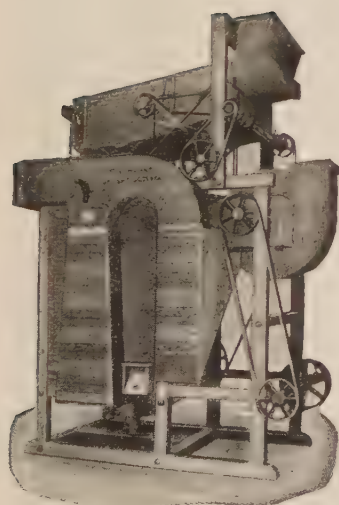
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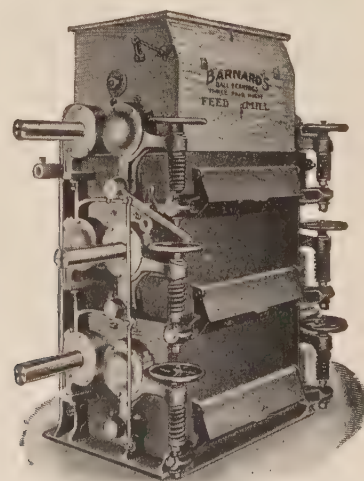
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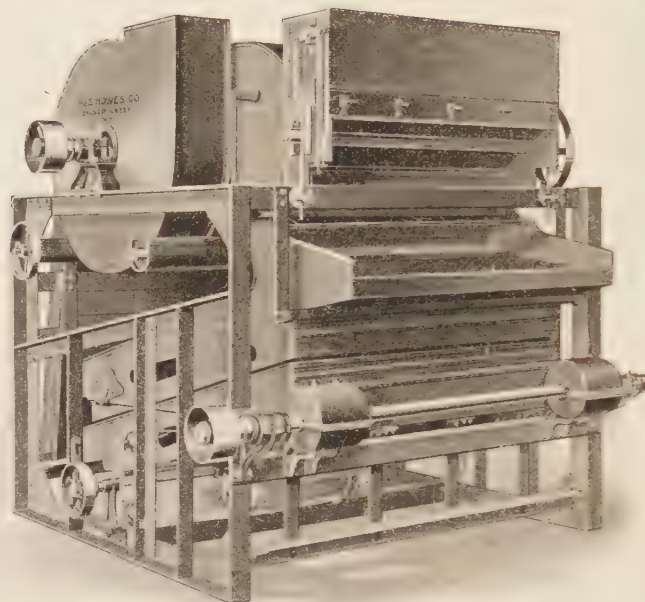




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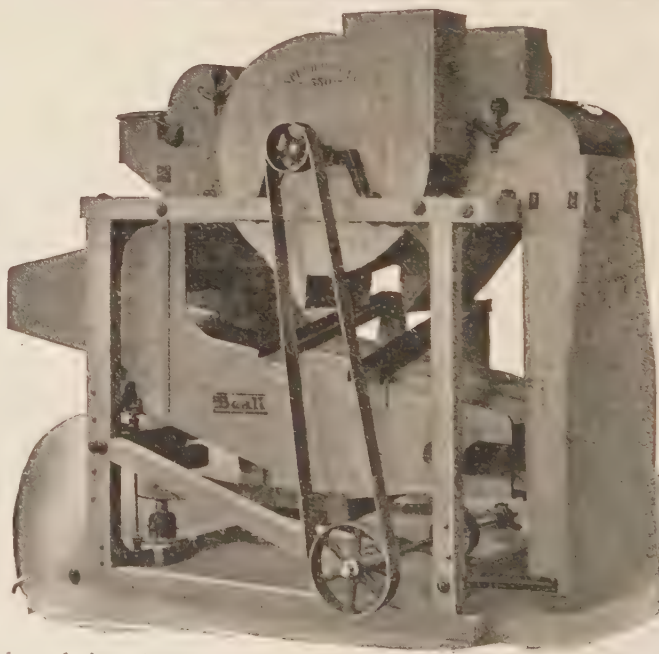
After the grain has passed over the alternating

side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

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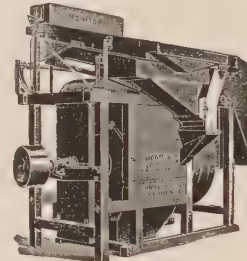
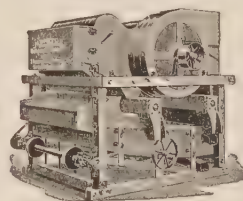
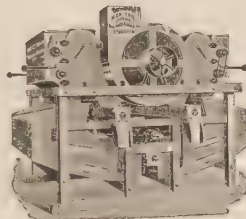
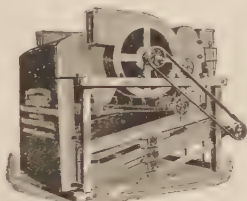
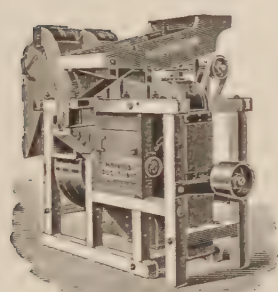
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This naturally lead to our manufacture of GRAIN-GOLD. But before offering it to the trade we experimented on our own extensive stable during an entire season. After two months the GRAINGOLD horses had not only produced better work than their stable mates, but actually added weight.

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## Grain Dealers' Scale Tickets—Book No. 51

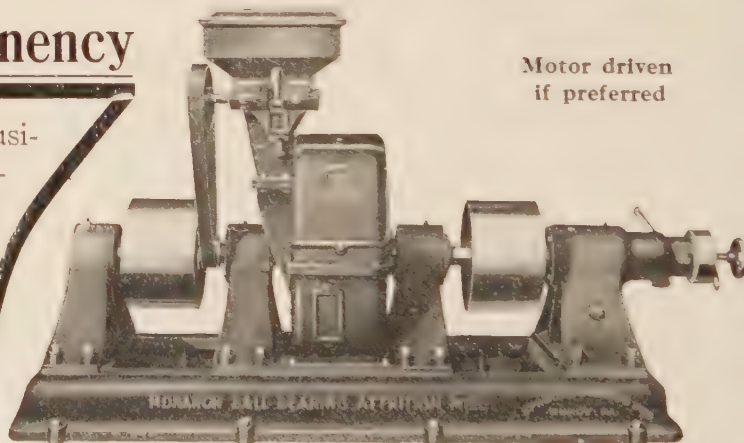
This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels .....pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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## What Is the Matter With the Grain Business in Illinois?

[Continued from page 494, April 10th Number.]

### BUY BY GRADE.

Pearl City, Ill.—We believe it costs us 1c per bu. to handle a season's crop of grain thru our elevator, so a margin of only 1½c per bu. would be a little small. We try to buy all of our grain by grade. The great trouble in the grain business is that dealers do not buy all of their grain in this way. They always seem to be one grade too high in their bids.—Meyers & Shank.

### WORKING FOR SPORT.

Pana, Ill.—The reason so many dealers are going out of the grain business is that we have too many who are in the business for sport instead of profit. Many of the dealers are bidding the farmers 68 and 69c per bu. for corn when the market is only 70c. This is done in an effort to show a volume of business without regard for profits. We have even known of dealers to buy above market in order to take grain away from competitors.

No concern can buy corn for less than a 3c margin or wheat on a 5c margin, and make a dollar on their transactions. We will never make money until all realize that competitors have a right to live as well as ourselves. Then if we get down to business, and handle grain on reasonable margins, we will find there is business enough for all.—G. F. Barrett, G. F. Barrett & Son.

### CROP TOO LIGHT.

Elwin, Ill.—We made no money in the grain business last year because we had no crop to handle. The remedy for that evil of course is to produce larger yields, plowing up many of the present pastures. We do not store grain free for farmers or advance them money without charging interest. We try to buy all grain by grade, but bid only for No. 3 or better. Before loading out grain it is cleaned. Our estimate on the cost of handling thru the elevator is 1c per bu. Our accounting system keeps us informed as to what we are earning on each kind of grain. Once each year we get a cut off on all the grain in the elevator. The margin we must obtain to handle grain is obtained largely from past experiences. We never trade in options, and estimate our total gain for 1914 as only 6%.—G. S. Connard & Co.

### TOO MUCH JEALOUSY.

Harvel, Ill.—We made no money last year because our territory did not raise anything for us to handle, but our loss in seasons past has been brot about by jealousy between the men in the grain business. They can not stand to see anyone else get an occasional load, and in an effort to get all the business they handle for much less than we could afford.

If the men who practice such methods had boys doing such things they would chastise them, but they, who pose as business men, are too pinheaded to see that this will never put the grain business on a paying basis. The ultimate result will be disastrous, as it is establishing line houses that can be handled under one head. This will give the public a chance to cry "Grain trust," but the dealers will have no one but themselves to blame for such a condition.—E. W. Bockewitz, Sec'y-Treas., Harvel Grain, Hay & Supply Co.

### CROPS ARE POOR.

Rochester, Ill.—The poor crops in this territory have put business at a standstill. We do not store grain free for farmers, nor do we advance them money without interest. We believe it costs 1c per bu. to put grain thru an elevator and determine the margin which must be obtained to handle the grain by the existing conditions.—Twist Bros.

### MARGIN IS TOO SMALL.

Bolivia, Ill.—Before any real money can be made out of the grain business it is necessary to have a margin of 3c per bu. To determine the margin at which we can afford to handle grain we estimate the year's expenses and the number of bushels to be handled, then add the margin of profit to the actual cost of handling. The actual expenditure for putting grain thru the house is 2c per bu.—Bolivia Farmers Grain Co.

### FARMERS NOT EDUCATED.

Westervelt, Ill.—The way to handle grain is undoubtedly by grade, but the farmers here are not yet educated to our way of thinking and it simply will not work. We can neither bid for it, store it or buy according to grade. Number 4 corn ought to be discounted from 1 to 3c per bu. but the farmers can not see it that way. Under present conditions it is costing us 2c to put every bu. of grain thru our elevator.—G. G. Bartscht, Ridge Grain & Elevator Co.

### SHIP TO HONEST MEN.

Loda, Ill.—After 35 years in the grain business I believe it is possible to handle corn on a 1½c margin provided it is shipped to honest men. But a man would have to work an awful long time, handle lots of grain, and worry his head off before he was worth a million dollars. I store grain for farmers for 30 days, but they must sell it at the expiration of that time. I also loan them money without interest for a short time. I broke just even on the last winter corn, but made a fair profit on the spring and 1913 crops.—E. M. Hungerford.

### USE A MOISTURE TESTER.

Ritchie, Ill.—We do not store grain except for a few days, and then only when we are not crowded for space. Very little money is advanced to farmers unless interest is charged them. The greater part of our grain is consigned, or sold f. o. b. Chicago. We use a moisture tester and buy only by grade.

While we do not clean our grain before shipping we occasionally let it drop from above the driveway back into the dump, and find that this improves the grain, especially corn, wonderfully. The cost of electricity to handle 95,000 bus. of grain thru our plant is about \$32.

Accounts are kept of the different kinds of grain, so that we know just what each kind is doing. Before making our bid to a farmer we deduct the cost of making the shipment to market, plus our margin, from what we are bid by the receiver. This season we are short 200 bus. of corn out of 20,000, but the loss on wheat and oats amounts to very little. We do not use an automatic scale in our elevator. I think it is a mistake not to have a shipping scale.

I believe a dealer could declare a fairly good dividend on a margin of 1½c per bu.—Charles Wilson, mgr., Ritchie Grain Co.

### DEALERS NOT SOCIABLE.

Moccasin, Ill.—We have too many dealers who are over anxious to do all of the business, regardless of anyone else. Our suggestion is that the dealers be more sociable. Competition can be just as keen even tho it is on a more friendly basis, and buying can be done with the calculation of a fair profit, and not grudgingly, as at present.

Occasionally we advance money to farmers. We estimate that during 1914 our business gain amounted to 8%.—Wm. M. Homann, Grubb & Homann.

### WATCH THE DETAILS.

Galesburg, Ill.—We do not store grain under any consideration, and never advance money to farmers. Our average cost per bu. for putting grain thru the elevator has been 1.01c for 4 years, this including not only the operating expense but interest on our investment, insurance, labor and any incidental expenses. We keep an excellent set of books and they are always in balance. We try to get the best possible margin, but think it possible to make some money on a margin of 1½c per bu. The way to make money in the grain business is to be always on the job, watch details, keep down running expense, stick to prices and buy strictly on grade.—E. Larimer, Farmers Galesburg Elvtr. Co.

### ARRIVING AT MARGIN.

Sadorus, Ill.—I have been watching all details in handling grain and believe that location, amount of grain handled, equipment, etc., has everything to do with the margin required. In sections of Illinois where ear corn is almost exclusively handled the quality plays a large part in the margin as sometimes it will shell out more than paid for, and in other cases less. With present high prices this is a large item.

In an elevator handling 200,000 bus. of shelled grain, requiring an investment of \$15,000, including a minimum working capital, the general basis of a working margin should be:

Interest on investment at 6%	\$900
Manager, \$100 per mo., helper, \$50	1,800
Insurance and taxes	250
Fuel for power, grease, nails, etc.	300
Depreciation and repairs, 2% of plant value	300
Natural shrinkage ½% of total at 55c per bu.	550
Total	\$4,100

Taking the above basis for a period of 10 years would give 2c per bu., and if a man in business cannot realize more than 6% on his investment he should buy some good mortgages and let the other fellow do the work.

This is the secret, I believe, of so many elevator transfers in Illinois. The small margin dealers rely on is ridiculous. Why don't we wake up and get 3 to 4c as a margin on this high priced grain? A little shortage means dollars now. I have only figured this on the basis of grain sold at the same price as bought and shipped out within 5 to 30 days, and in fact any other policy in the grain business is speculation, and cannot be considered in figuring a margin as it is possible to speculate without the investment of an elevator. There are many reasons why dealers do not get legitimate profits, but if these figures are used, considering the investment, etc., there would not be so many Illinois elevators reported sold. More might be said regarding the over anxious buyers which tend to reduce the margin of profit.—J. A. Freemon, Suffern-Hunt Mills.



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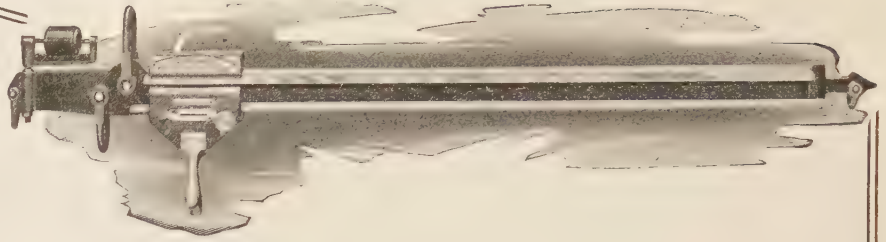
by systematically filing individual tickets imprinted with authentic weights. Correct weight is registered in plain type on ticket of convenient size with

**Fairbanks Type Registering Beam**

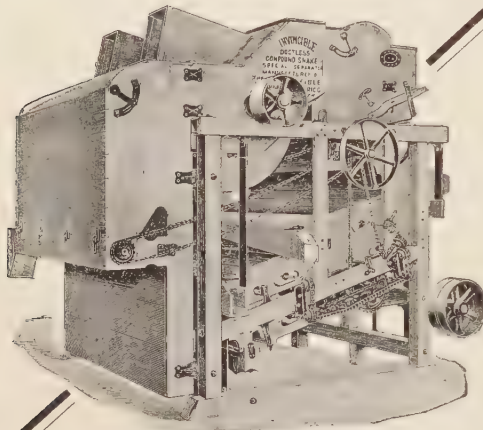
After beam is in balance, a slight pressure of grip handle prints permanent record—single, in duplicate or manifold. Write for details.

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**No Impurities Escape This Separator!**

In addition to the main screen and the scalper screen the

**Invincible Tri-Screen Compound Shake Dustless Double Receiving Separator**

has a **special main screen** which can be so clothed as to eliminate coarse impurities, garlic and other substances before they get to the main screen. As a consequence, wheat from any section of the country can be used and converted into a good milling grade.

All other INVINCIBLE separator features are provided in addition so that this is the most **complete** machine of its kind in the world. A great economizer and trouble saver to any miller.

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**INVINCIBLE GRAIN CLEANER CO., Dept. 4 Silver Creek, N. Y.**

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**Receiving and Stock Book**

**Form 321** is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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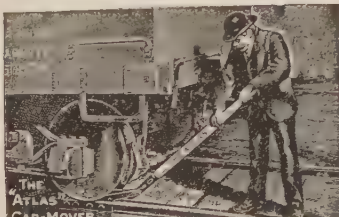
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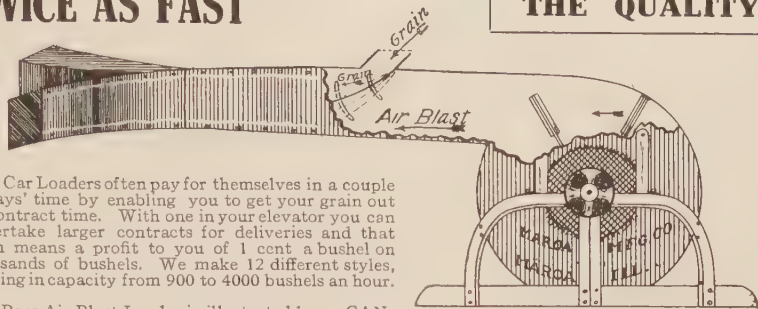
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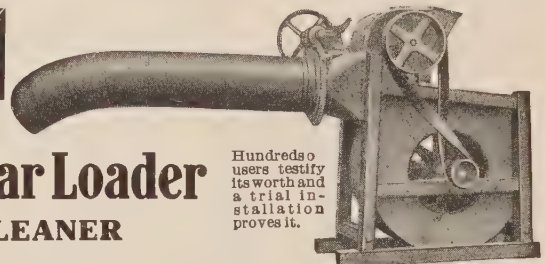
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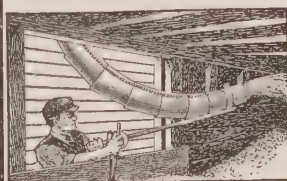
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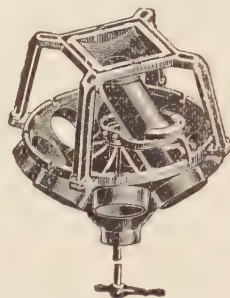


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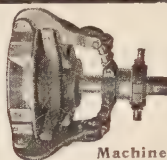
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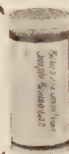


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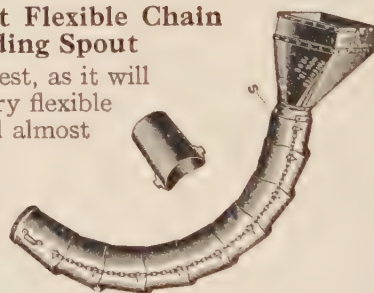
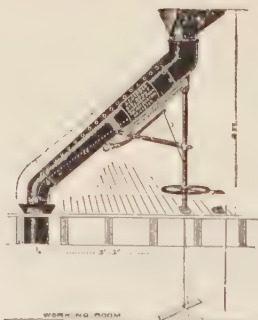
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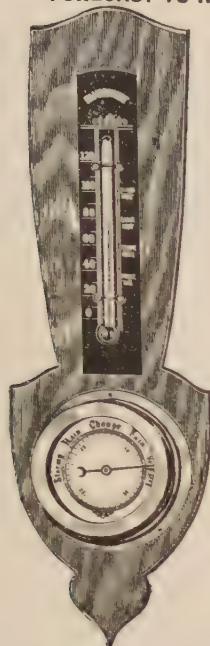
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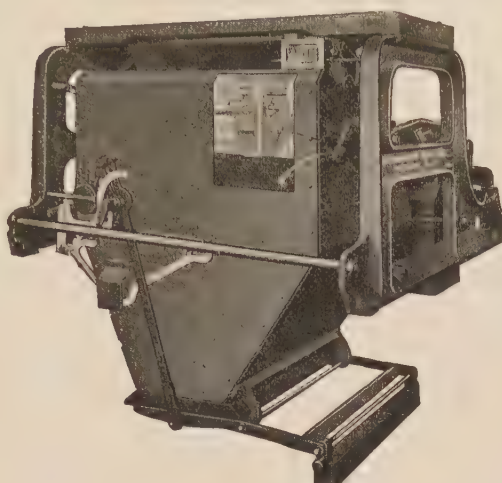
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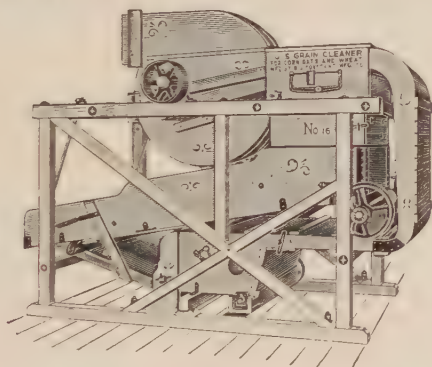
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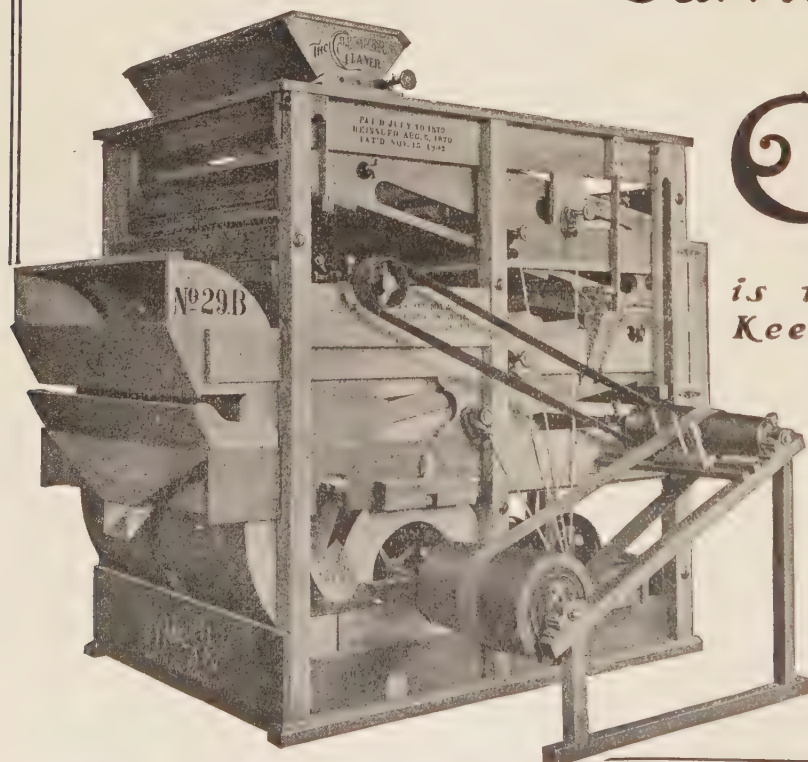
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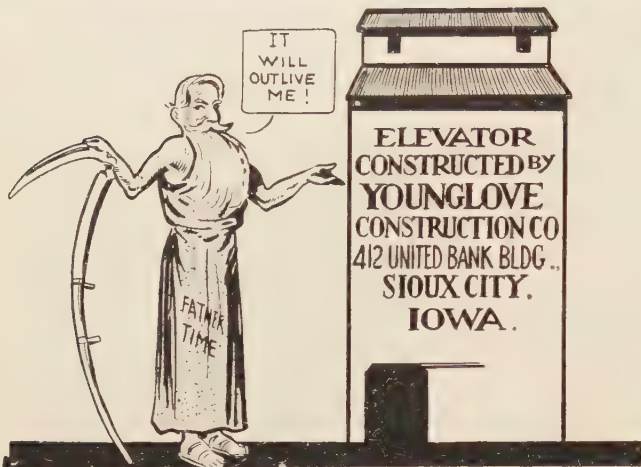
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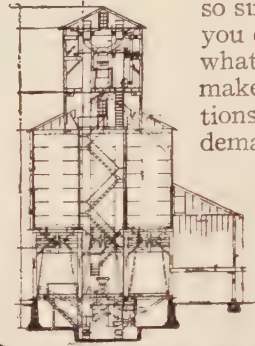




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## Canadian Government Grain Elevator

Port Arthur, Ontario

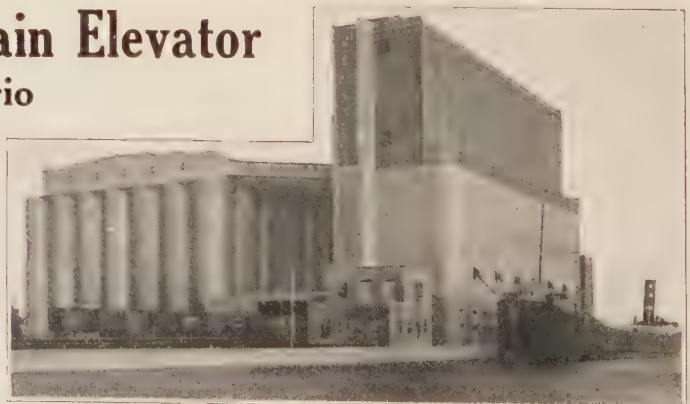
*Capacity 3,500,000 Bushels*

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAMS, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.





## GRAIN ELEVATOR BUILDERS

### Grain Elevators

of any size and any type

Designed and Built for

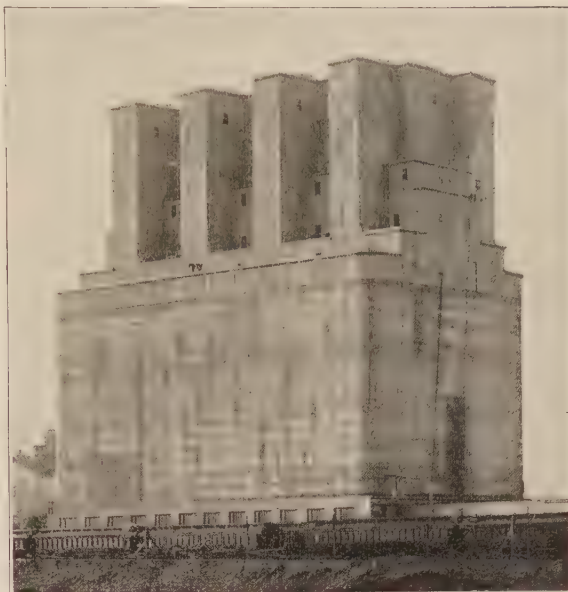


Safety,  
Economy,  
Utility

THE  
3 AMERICAS  
CO.

Builders of  
Better  
Elevators

122  
S. Michigan Av.  
CHICAGO



New 1,000,000 Bushel Terminal Grain Elevator, Built  
for the Canadian Pacific Railway, West St. John, N. B.

**JOHN S. METCALF CO., LTD.**

ENGINEERS AND CONSTRUCTORS

Montreal

Chicago

London

54 St. Francois Xavier St. 108 S. La Salle St. 36 Southampton St., W. C.  
CANADA U. S. A. ENGLAND



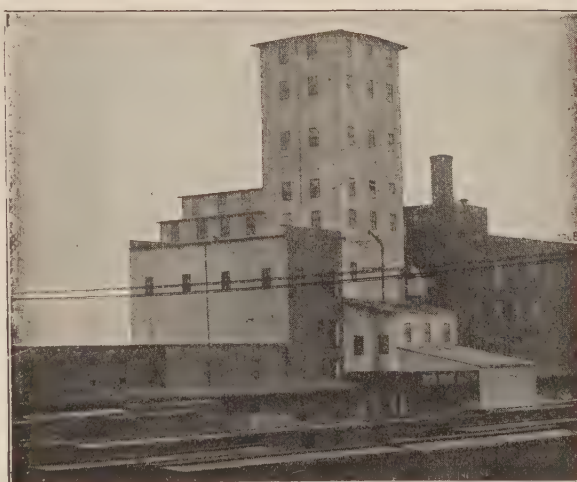
**THE GIRARD POINT ELEVATOR**  
PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHEL  
The Most Rapid Handling Grain  
Elevator in World. BUILT BY

**JAMES STEWART & CO.**

**GRAIN ELEVATORS**  
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO  
W. R. SINKS, Manager R. H. FOLWELL, Engineer



Reinforced Concrete Grain Elevator, Feed  
Mill and Warehouse, built in 1910 for  
Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and  
Warehouses. We prepare plans and make  
lump-sum price for the complete work.

**MONARCH ENGINEERING CO.**

Chamber of Commerce,

Buffalo, N. Y.



## Supply Trade

MAROA, ILL.—Our advertising in your Journal is bringing splendid results.—Maroa Mfg. Co.

CHICAGO, ILL.—The Richardson Scale Co. has moved its offices from room 1909 to room 1900 Republic Bldg.

MINNEAPOLIS, MINN.—A. F. Chase & Co., dealers in grain elevator supplies and gasoline engines, are bankrupt.

WHEN business is good, advertise some to get more. When business is bad, advertise more to get some.—*Ex.*

LINCOLN, NEBR.—The Cushman Motor Works reports a decided increase in business, with excellent prospects for the future.

NO. PLATTE, NEBR.—I have too much to do and not enough time. If things keep up as they have started this will be some building year.—W. H. Cramer.

MINSTER, O.—The Cummings Machine Co. has recently been organized for the manufacture of gas engines and other power machinery. E. C. Cummings is Pres.

MINNEAPOLIS, MINN.—Moulton & Evans, elvtr. builders, have discontinued business. Scott F. Evans has been appointed Sec'y of the Diamond Iron Works.

CHICAGO, ILL.—Announcement has been made of the resignation of J. P. Beck as Publicity Mgr. of the Universal Portland Cement Co. He will be succeeded by Robt. F. Hall, who for many years has been connected with the sales department of the Universal Company.

NORTH VERNON, IND.—The Grain Machinery Co. incorporated to manufacture grain machinery; capital, \$10,000. A. A., D. H., and R. A. Tripp are the incorporators.

PEORIA, ILL.—The Hart Grain Weigher Co. holds judgment for \$10,000 against the assets of Newton Dougherty, which Dougherty transferred to the school board to make good his shortage.

MINNEAPOLIS, MINN.—The Twin City Separator Co. was awarded the decision in a suit against the American Separator Co., by the U. S. Circuit Court of Appeals, for the infringement of patents.

DECATUR, ILL.—E. D. Bargery, formerly connected with the Elmore-Shultz Grain Co., and the Avery Scale Co., has taken a position with the Union Iron Works as traveling salesman. He will travel in Illinois, Indiana, Ohio and Missouri.

CHICAGO, ILL.—Merrick F. Salisbury, of the firm of W. H. Salisbury & Co., died Monday, April 19, at the age of 85. He went into the belting business with his brother, W. H. Salisbury, in 1884, and was active in the business up to two months ago.

NEW YORK CITY.—The H. W. Johns-Manville Co. has recently adopted, as a fastening device for its roofing, a galvanized iron cleat to be used in place of the old style large head nail. It acts as a preventive against faulty application and leaks at the laps.

CANTON, OHIO.—The Stark Rolling Mill Co. has issued very attractive booklets descriptive of its Toncan metal roofing. One of these booklets, issued especially for the elevator owner, tells in a very thoro manner how to estimate roofing and siding for elevators.

DAYTON, OHIO.—The Barbeau Grain Hulling Machine Co. has leased the abandoned plant of the Davis Soap Co. Because of the increase in business the capitalization of the firm has been increased from \$15,000 to \$50,000. The plant will be ready for operation about May 1.

## Business Publications Plan Chicago Exhibit.

One feature of the coming Convention of the Associated Advertising Clubs of the World at Chicago June 20-24 which is arousing considerable interest is the educational exhibit of the Trade and Technical Publications. At Toronto last year this exhibit attracted a great deal of attention. As the visiting advertising men studied the many charts and diagrams showing the possibilities of business publications as advertising mediums, they awoke to a new appreciation of their value. Those who will see the exhibit which is now being prepared for the Chicago convention will be equally impressed.

One point this exhibit will emphasize will be the tendency of modern business publications to select circulation of utmost value to the advertiser. A few years ago publishers were not particular as to the buying power of a subscriber, but today they recognize that circulation of a non-buying variety is a liability. Most business publications cost many times the subscription price to produce, hence the increasing tendency to spare no effort in securing all the buying units in the field. It is this far-sighted circulation policy which has done so much to put business publications in the first rank of advertising mediums.

## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

*The*  
**Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors



## Safety First

## Put a "Knickerbocker Cyclone"

Dust Collector

On that Grain Cleaner Fan.

**The Knickerbocker Co. - Jackson, Michigan**

## SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

**GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.**

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



**Rexall**  
DOUBLE STITCHED BELTING

## Why Continue

To use rubber belting which deteriorates from the moment of leaving the factory, causing ply separation?

REXALL belting is scientifically constructed so that the plies cannot separate, and we employ nothing of the nature of rubber to deteriorate.

There are several other reasons why the largest terminal houses in the country have adopted REXALL.

Ask us for full information.

Carried in Stock in 1000' rolls  
1" to 42" wide.

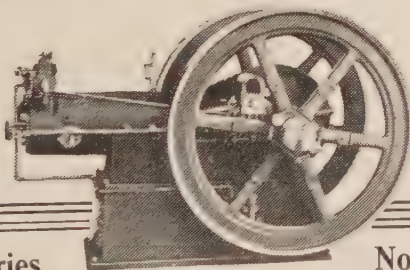
**Imperial Belting Co.**

GENERAL OFFICES and FACTORY  
Lincoln and Kinzie Sts., Chicago

### GENUINE CRUDE AND FUEL OIL ENGINES

Operates successfully on cheapest fuel oil.  
Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.  
Muncie, Ind., U. S. A. 20 First St.



No Batteries

No Cranking

No Delays From Breakdowns

## THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

## There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

**New York Belting & Packing Co.**

91-93 Chambers Street, NEW YORK

130 West Lake Street  
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street  
MINNEAPOLIS, MINN.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**NORTHEAST KANSAS**—Good elevator for sale. Address Canal Box 8, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator for sale, 25,000 bu. capacity, cribbed house, Handles 150,000 bu. annually. No competition. Price \$6,500. Write Ridge, Box 4, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—25,000 bushel elevator in good running order, for sale; also grain house 30x60, in good repair. Will be sold cheap if sold soon. Munson & Company, Macomb, Ill.

**CENTRAL INDIANA** elevator with good COAL & FEED trade as well as GRAIN located in good grain country on three railroads; private grounds & switch; will sell cheap if taken at once. Write Bargain, Box 4, Grain Dealers Journal, Chicago.

**KANSAS**—Modern 10,000 bu. elevator located in the best wheat and corn section of Kansas. Bargain for quick sale or will exchange for good stock farm in S. E. Kansas or N. E. Okla., Write George Box 8, Grain Dealers Journal, Chicago, Ill.

**IOWA** elevator for sale. New, modern. Iron clad. 22,000-bu. cap. Electric pwr. Auto. Scales; good town; one competitor; good business. For further particulars address Free, Box 5, Grain Dealers Journal, Chicago, Ill.

**MONTANA**—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

**SOUTH DAKOTA** elevator for sale in best grain territory in state. Capacity 37,000 bu. Or might trade for choice farm. Owner wishes to retire from business. Write Howard, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN CENTRAL INDIANA** with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

**OHIO** elevator in a splendid territory and a good trade in Grain, Coal, Tile, Seeds, Flour, feeds, etc., Steam Power, Modern Machinery and up to date in every respect. Capacity 35,000 bu. Splendid R. R. accommodations. Will sell on easy terms or trade for a good farm. I am retiring from the business. Write Paris, Box 7, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator 35,000 bu. cap. within 50 miles of Chicago in small town doing fine grain and coal business for sale, or will exchange for an elevator tributary to Champaign, Ill. This is a good proposition as the plant is in splendid repairs and conditions right. Address James M. Maguire, Campus, Ill.

**OKLAHOMA** elvtr. 7,000 bu. capacity, equipped with all necessary machinery. Whse. for 15 cars feed; fine retail and wholesale trade; \$350 profit each month. Doubled if properly handled. Will trade for good farm land in Okla. Kan. or Mo. Retiring from business. Cash or will give some time on interest bearing notes. Bargain for eastern section. Etta Box 8, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**MINNESOTA** elvtr. Write H. F., Box 5, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA**—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

**KANSAS**—A line of elevators in the Kansas Wheat Belt for sale; retiring. Address War Box 8, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—10,000 bu. elevator and 50 bbl. mill for sale. Also coal yard. Ill health reason for selling. Neill and Van Valer, Jonesboro, Indiana.

**CENTRAL OKLAHOMA**—10M bu. grain elevator for sale; complete plant; fine prospects for crop. Write World Box 8, Grain Dealers Journal, Chicago, Ill.

**IF YOU WANT** to sell your elevator, insert an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

**OHIO** elevator for sale; modern up-to-date; capacity 35,000 bu.; coal and feed; good grain territory. Good reasons for selling. Address Nelson, Box 7, Grain Dealers Journal, Chicago, Ill.

**RIVERSIDE** Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

**MISSOURI**—10 M. bu. elevator and feed business. In good town of about 1,500 on the Wabash; 90 miles from St. Louis. Good territory. Winkler & Trullinger, Wellsville, Mo.

**CHICAGO** elevator of 65,000 bu. capacity on main line C., M. & St. P. R. R. 2 legs, 27 bins, excellent trackage. Address Electric Bargain, Box 7, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA**—Two modern elevators for sale, located in the best grain territory in Oklahoma. Finest prospects we have ever had. Attractive price for quick sale. Address H. W. F. Box 8, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—Two elevators for sale; one at Ford, one at Wilroads, Ford Co. Kansas. These are two good elevators in good wheat producing country; crop prospect good. Price Ford Elevator \$4,500; Wilroads, \$3,500. W. T. Shute, Ford, Kan.

**OHIO**—\$12,000 buys largest Country Elevator in State. Will make fine storage and transfer house. New Machinery. Electrically operated. Best corn and oat point in State. On two roads. Easy terms. Address—Ash Box 8, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—For Sale or trade for farm, one thirty-thousand bushel capacity elevator with an extra good side line that is a winner. I will trade this for a good farm in Illinois or Indiana. Address P. O. Box 521, Milford, Ill.

**SOUTHEAST KANSAS** elevator for sale. 30,000 bu. capacity. At best gateway in state; fine surrounding country with good prospects. Over two hundred cars handled through this house since last July. Local receipts fifty thousand bushels. This elevator will be sold worth the money part time. Address Coal Box 8, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**MISSOURI** elevator, 7,500 bushel. With feed mill and big wholesale feed business. No competition, in town of 1,500. Ray Johnson, Deepwater, Mo.

## ELEVATORS WANTED.

**WILL TRADE** North Dakota land for Elevator in Central Illinois. Write C. E. F., Box 8, Grain Dealers Journal, Chicago.

**WANTED**—Will lease or buy an elevator. Send price and description to R. R. Gill, Wooster, Ohio.

**WANTED**—Ohio or Indiana elevator with good grain and retail business; give full particulars in first letter. Address Lock Box No. 114, Hamler, Ohio.

**WILL TRADE** land southwest from Beach, N. Dak. for good paying elevators in Dakotas. Give full particulars first letter. Address Box 222, Beach, N. Dak.

**WANTED TO BUY** a good elevator in Minnesota, Western Iowa or South Dakota. James H. Glow, No. 2710 Pleasant Ave., Minneapolis, Minn.

**WANTED**—Good elevator in exchange for good 160-acre stock farm. Will trade \$7,400 equity. Bargain. Write Box 406, Velva, North Dakota.

**IMPROVED** 160 acres in Hand Co. So. Dakota for sale or trade for elevator a house and lot or smaller farm; for price and particulars write E. J. Matteson, St. Peter, Minn.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

## ELEVATOR BROKERS.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**IOWA BROKERAGE CO.**, Des Moines, Ia., have for sale 30 elevators owned by one of largest line houses in the country. Some genuine bargains in this lot. Write at once for particulars.

**ELEVATORS** for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

**CASH** if you want to sell your elevator or other property, any kind, anywhere for cash, write us. We bring buyers and sellers together regardless of distance. Buyers located free. Established 1893. Northwestern Business Agency, Minneapolis, Minn.

## AUTOMOBILES.

### AUTOMOBILE BARGAIN.

**FIVE-PASSENGER** touring car, with room for two additional seats; 4-cylinder, 50-H.P. Palmer & Singer 1912 model. Run 3,700 miles. Cost \$3,850. Will sell for \$1,500.00 f. o. b. Chicago. Address B.B.B., Box 7, Grain Dealers Journal, Chicago, Ill.

## OFFICE DESK.

**FOR SALE**—standing office desk; it is a good one; will sell cheap. Write for description. Edgar Johnson, Everest, Kan.



## SITUATIONS WANTED.

**GRAIN BUYER** wants position. 12 years experience. Speak German. Ford Box 8 Grain Dealers, Journal, Chicago, Ill.

**MANAGER** with 15 yrs. experience. Can give good reference. North Dakota Montana or Canada. Good habits. Write Box 152, Hamler, O.

**MANAGER WANTS** position with elvtr. or coal yard, 3 years' experience. Address Com., Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED**—position as Manager of elevator. Can take charge any time. Reference furnished. Write Law Box 8 Grain Dealer Journal, Chicago, Ill.

**WANT** position as Grain Buyer. 15 years experience. Can handle side line. Write B. N. Box 8, Grain Dealers Journal, Chicago, Ill.

**MANAGER** wants position with elevator. Number of years experience both in U. S. and Canada. Now employed but want change. Best of references. Walter Hunsaker, Box 202, Dacoma, C. Ia.

**MANAGER** wants position with country elevator. Illinois preferred. Have had 18 years experience in the grain business. Can give reference and furnish bond if required. Address L. M. Eggleston, Gibson City, Ill.

**GRAIN BUYER**—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Dak. J. R. Clough, Carlyle, S. Dak.

**POSITION WANTED** as bookkeeper or Manager of country elevator; 3 years experience and can furnish best of references. Address Young, Box 8, Grain Dealers Journal, Chicago, Ill.

**COUNTRY GRAIN BUYER** wants position. 4 yrs.' experience; 3 yrs. with present employer in Oklahoma. Want change. Write Ambitious, Box 7, Grain Dealers Journal, Chicago, Ill.

**MANAGER** wants position with Country Elvtr. & Live Stock business. Have had 17 years' experience; commenced at the bottom and worked up. Have a wife & 5 children; want a place where I can stay; where there are good churches and schools. References. Will come on 30 days' trial. I don't want your job unless you want me. E. P. Lowe, Highland, Kan.

## BUSINESS OPPORTUNITIES.

**GRAIN AND FEED BUSINESS** wanted in a small town; or would lease good elevator. For particulars write W. E. Box 8, Grain Dealers Journal, Chicago.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

**EXPERIENCED GRAIN MAN** wants to invest \$1500.00 to \$2,000.00 in elevator and take charge of plant; elevator to be located in Montana or North Dakota. Write Henry Box 8, Grain Dealers Journal, Chicago, Ill.

**A HUSTLER** familiar with conditions surrounding the merchandising of Kansas grain is looking for financial backing for opening grain business, preferably at Wichita. Prefer someone with grain experience, who can give his time to the business, but would undertake the whole management. Write Trade Box 8 Grain Dealers Journal, Chicago, Ill.

## INFORMATION BURO

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**WANTED**—Manager capable of promoting farmers elevator company in Montana and willing to operate elevator first year. Write Box 281, Billings, Mont.

**WANTED**—Experienced man as agent to operate grain elevator and lumber yard. German preferred. State age, experience, salary expected in first letter. Independent Grain & Lumber Co., Mason City, Iowa.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employes need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

## ENGINES FOR SALE.

**FOR SALE**—40 H. P. New Era Gas Engine and 40 H. P. gas producer plant. Good condition. Makes cheap power. Only \$600.00. Custer Milling Co., Custer, Mich.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## MILLS FOR SALE.

**INDIANA** 50 bbl. Flour Mill, like new; for sale, trade or rent cheap. George H. Holzboog, Jeffersonville, Ind.

**50 BBL.** flour mill in good town for sale. 2 R. R. Running every day; good business; built in 1913; 1st class order. Nordike & Marmon make. Wm. B. Baker, Box 182, Shirley, Ind., for particulars.

**FOR SALE** or lease, 150 barrel mill in a city of 110,000, operated by electricity, brick building, good trackage facilities, all in good condition. Address "Giles," Box 8, Grain Dealers Journal, Chicago, Ill.

## SCALES WANTED.

**AUTOMATIC SCALE** WANTED of any standard make, having a capacity of about three bushels per dump. Must be in good condition and worth the money. George F. Ireland, Salisbury, Mo.

## SCALES FOR SALE.

**FOR SALE**—One Standard, truss lever 200 bu. hopper scale; good condition, for \$25.00. W. D. Rapp & Son, Sabina, O.

**SECOND - HAND SCALES** OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

## SCALE BARGAINS.

Newly overhauled, good condition. Guaranteed. Immediate shipment.  
5, 8 & 10-ton Standard Wagon Scales.  
6, 8 & 10-ton Fairbanks Wagon Scales.  
5 & 8-ton Monarch and Howe Wagon Scales.  
5-ton Pitless Scale, Triple Beam.  
100-ton 50' Track Scale, Fbks. Rec. Beam, with Steel and Tall Dead Rail Stands.  
2500, 3500 & 4000-lb. Fbks. Dormant Scales.  
2500-lb. Chicago and Buda Dormant Scales.  
Standard, Fbks. and Howe Portable Scales.  
Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

## MACHINES FOR SALE.

**FOR SALE**—Post Roll 6x8, chilled rolls, cut for cracking corn. Price \$15. Irvin Shaneman, West Reading, Pa.

**FOR SALE** at Richmond, Ill., freight allowed to any station within 100 mi. in good 2nd hand condition; lap siding; wood pulleys, Sheller, Dump Irons, Hopper Scale, Screen Cleaner, Steel Boot Tank and Rubber Belt. All bargains. For prices write Burrell Eng. & Constr. Co., Webster Bldg., Chicago, Ill.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr., etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,  
9 South Clinton St., Chicago, Ill.

## 96% EFFICIENCY IN CRACKING CORN.

**Our Method**—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

**It pays for itself**—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,  
431 to 437 So. Clinton St.  
Flour Mill and Elevator Machinery.  
Chicago, Illinois.

## DYNAMOS—MOTORS

10 H. P. direct current, 220 volt, electric motor for sale; excellent condition. \$50. Farmers Elevator Company, Yorkville, Ill.

## FOR SALE MOTORS.

5 H.P. General Electric A. C. 3 phase.  
10 H.P. Crocker-Wheeler A. C. 3 phase.  
15 H.P. General Electric A. C. 3 phase.  
20 H.P. General Electric A. C. 3 phase.  
25 H. P. Westinghouse A. C. 3 phase.  
Write for prices. All motors guaranteed and sent on approval to responsible parties.  
Northwestern Electric Co.,  
611-15 W. Adams St. Chicago, Ill.



# SEEDS FOR SALE—WANTED

## GRAIN WANTED.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

## HAY AND GRAIN WANTED.

Wheat, Corn, Oats, Hay, Straw, etc. C. T. Hamilton, New Castle, Pa.

WANTED—Choice White, Red Cob Corn. Send type, sample and prices to L. D. King, Broker, Covington, Ga.

## PROPOSALS.

Proposals for wood, forage, etc.—Department Quartermaster's Office, 556 Federal Building, Chicago, Ill., April 16, 1915. Sealed proposals will be received here until 11:00 A. M., Central Time, May 17, 1915, for furnishing wood, forage, mineral oil, etc., at posts in Central Department, during fiscal year commencing July 1, 1915. Information furnished upon application.

## SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

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MILO MAIZE GRAIN**  
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**OCTOBER CLOVER** Lows are generally made in April. Hazard is with the seller, owing to danger to growing crop. Investments during April have proved profitable in former years. Write for booklet giving comparative prices. Inquiries and correspondence welcomed.

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SACKED GRAIN A SPECIALTY  
Wire for prices Ship any line  
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**BUYERS  
and  
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White, Alfalfa,  
Clover, Timothy,  
Grasses, etc.



Mail Samples. Ask for Prices.

**Milwaukee Seed Co.**  
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## SEEDS WANTED.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

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MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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GRAIN DEALERS JOURNAL, CHICAGO



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### SEEDS FOR SALE.

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Headquarters for Southern Cow peas and  
Soy beans. Write us for prices.

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sale quantities. Advise quantity you can  
use for immediate delivery. Can fill  
straight car orders uniform seed. C. Ul-  
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**WE ARE** prepared to book your orders  
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White or Yellow Maize, Kaffir, Feterita,  
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Originated in Neb., 1897, 10 days given  
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**WANTED** men calling upon grain ship-  
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because farmers are not growing enough of them. They can be grown  
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We're willing to help you increase this business, and make a little  
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Write us for particulars about Nod-o-gen, Free with "Pine Tree"  
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Do you get our weekly price list?

**THE ALBERT DICKINSON COMPANY, Seed Merchants, CHICAGO**

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of grain up to 100,000 pounds  
is reduced to bushels by Clark's  
Decimal Grain Values, which  
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number of pounds in dollars and  
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**Grain Dealers Journal**  
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Shellers, Cleaners, Clippers, Scales, Feed  
Mills, Steam Engines, Boilers, Gas-  
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### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### INDIANAPOLIS, IND.

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### KANSAS CITY, MO.

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# A Properly Equipped Elevator

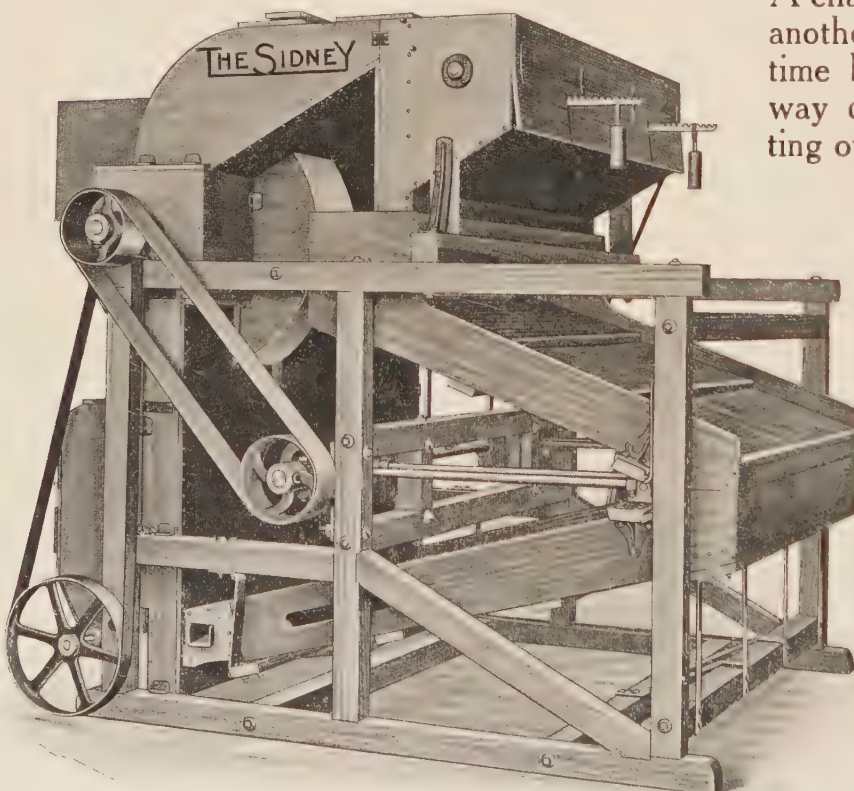
is a source of profit to its owner. If his plant is equipped to quickly and efficiently handle the incoming grain, he will not only increase his profits, but will make friends and long time customers of his farmer patrons.

## The SIDNEY Line

of grain elevator equipment—Grain Cleaners, Corn Shellers, Wagon Dumps, Chain Drag Feeders, Manlifts, Elevator Heads and Boots, Power Transmission, etc., are designed and built for the sole purpose of aiding the grain elevator owner in the accomplishment of his greatest desire—the making of larger profits.

Grain is demanding too high a price to be carelessly handled. By all means it should be properly cleaned before shipping. In fact, the most important machine in an elevator is a grain cleaner. The principle of the Sidney Double Shoe Corn and Grain Cleaner is perfect, as is each working part. We guarantee this machine to separate corn from cobs and clean same perfectly. It will also clean equally as well oats, wheat and barley. The operation is very simple, and is always available for three different kinds of cleaning work, being equipped with two complete sets of screens, each fitted in separate shaking shoes. No changing of screens necessary.

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*Write for our catalog  
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**The  
Philip Smith  
Mfg. Co.  
SIDNEY, OHIO**

**Established 1859**



## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, APRIL 25, 1915

IMPROVEMENT NEWS is always welcome to our columns, and we ask that dealers will keep us posted when they intend to build or add new machinery to their elevator.

MINNESOTA HAS abolished the fee system of inspecting weights and measures and the employees of this department will not be looked upon as grafters by those upon whom they call hereafter. The state will appropriate money for carrying on the work each year.

THE ILLINOIS legislature is attempting to keep in line with the other law making bodies, which are striving to regulate business in all forms, and it now has under consideration 70 bills, providing for additional salaried places of a public character, most of them providing for regulatory board and commissions, at comfortable salaries and little work.

SPOTTING CARS is a service which the railroads have always included with the transportation, and the regular schedule of freight rates was presumed to include payment for this service. The efforts of the railroads to justify an additional charge for this service have not been supported by any reasonable excuse, and if shippers protest vigorously to the Interstate Commerce Commission against it, no doubt the railroads will be denied permission to levy the extra charge against shippers.

THE CANADIAN Grain Act will be amended to make weights on grain loaded out of elevators at Port Arthur and Fort Williams as final, if a bill now pending in the House of Commons becomes a law. In other words it will be up to the carriers to see that they receive the grain their BL calls for.

NEW YORK'S GRAIN commission merchants will be further handicapped and regulated, if the politicians of that state succeed in getting S. B. 1344 on the statute books. While primarily the bill is aimed at the produce commission merchants, it will make it more expensive for grain commission merchants to do business. The safeguards thrown about the business by the grain exchanges, however, in the terminal markets of the state, will not be improved upon by the state's proposed regulation.

SOME RAILROADS seem ready to recognize their liability to elevator owners for damages to buildings resulting from derailed cars, while others perversely refuse to admit it. The Big 4, which recently pushed two cars thru the cob house and engine room of an elevator at Jamestown, Ind., promptly repaired all damage, without expense to the elevator owner. Shippers who have similar experiences will confer a great favor upon our readers by giving us a complete statement of the facts.

SITES on railway right of way are a privilege of questionable value in view of the decision given recently by the Supreme Court of Kansas in the case of the Griffiths Grain Co. and reported in this number of the Journal. A train was pushed thru the elevator building and the court held the railroad company was exempted from liability by a clause in the lease. This decision was given Mar. 6, just four days after a similar accident at Shelby, Neb. Claim agents, of course, will make the most of this to escape paying for carelessness of train crews. Shippers who are wise will provide their own sites and easily collect for any damages done their elevator by roving freight trains.

EVERY TIME a state legislature enacts a law which taxes or levies an unusual burden on any branch of business, that business must of necessity pass the charges on to the public. So many bills of this character have been enacted by the various legislatures during recent years that the people must soon come to a true realization of the effect of such legislation and call upon law makers for an explanation of the benefits to result from legislation. One of the useless bills now pending before the Minnesota state legislature provides for a tax on sales of grain for future delivery. It is not designed as a revenue measure, but provides for enough of a tax to irritate the grain dealer and increase the cost of doing business.

MONTANA IS surely becoming a real grain state, and all kinds of wild-eyed legislation is being proposed for the rigid regulation of the grain trade and grain dealers in general. Naturally many of the bills provide soft snaps for cheap politicians, who are interested more in fees than in actual results of the regulations forced upon the grain handlers of the state. Ultimately the public will pay the bill.

MARGINS OF profit are receiving such small consideration from many dealers these days, that the average observer must necessarily presume that the perpetual ambition of some grain dealers is to handle all the grain obtainable, in utter disregard of the returns from their labors. Overbidding originating from bitter competition, not only dissipates the grain dealer's capital and energies, but also sows gross dissatisfaction and discontent among the growers.

LENDING BAGS to farmers has long deprived many grain shippers of all profit from their labor in marketing the farmer's grain, yet the practice continues in many sections of the country. Missouri dealers probably suffer more than those of any other state, but as will be seen by the report of the recent Sedalia meeting, they are striving daily to free themselves from this abuse. They are building more up-to-date elevators than ever before, so will be in much better position to handle bulk grain hereafter, and it should be easier for them to obtain relief.

RELIABLE WEIGHTS for country shippers are becoming more essential than ever, because the railroads are beginning to learn that the weights of many shippers are not dependable. Anyone who will read the discussion of weights at the Saturday morning session of the Omaha Convention, which is published elsewhere in this number, will readily understand why it is necessary for shippers to exercise greater care in determining exactly the weight of grain they place in each car, for by so doing only is the shipper able to know what he is doing and to justify the filing of claims for shortages in shipments.

"LIGHTNING RODS," says the Texas Fire Commissioner, "are a menace rather than a protection against fires caused by lightning." This is probably due to the fact that the commissioner does not recognize the difference between a copper cable lightning rod and an iron lightning rod. It seems that many of the latter have been placed on buildings in Texas, and failed to give the protection needed. The season when many grain elevators are struck by lightning is fast approaching, and those desiring protection should see to it that their house is equipped with a standard copper cable, with plenty of points.



### The Right to Engage in Business.

Years ago many country grain stations suffered seriously as the result of too many grain elevators. In those days the railroads were willing to grant sites to almost anyone foolish enough to invest money in what looked like an elevator. Many grain warehouses were built with little prospect of their ever handling more than the capacity of their bins. This practice came to be recognized as pure waste of capital and labor, and in hope of forcing prospective builders of new elevators to pursue a more conservative course, it was suggested that the railroads refuse to grant sites on railroad right of way, for a grain elevator, unless the lessor would contract to keep elevator open each business day of the crop year, when there was no crop failure. Another sane and reasonable suggestion was that railroads refuse to grant sites at any station in excess of one for every 150,000 bushels of grain marketed at that station for an average of three years.

The theory that only the grain dealers at overbuilt stations suffer from over-competition has frequently been exploded by actual experience. The history of the business at many stations in every grain surplus state will disclose far greater losses to the grain growers, bankers and terminal market receivers than to the elevator operators, who were parties to the over-competition. At one southern Minnesota station, where nine elevators had been erected, the fight continued for years, notwithstanding the grain buyers recognized that no one was or could make a living under the existing conditions. With alarming frequency some one of the fighters would disappear, leaving innumerable creditors and empty bins.

As in all similar cases where over-competition forces grain men to do what they cannot afford to do, free storage is enjoyed by the farmers until they learn that their grain, as well as the grain dealer, has disappeared.

Providing grain handling facilities in excess of the needs of a station invariably drives all profit from the business, and as President Metcalf of the National Ass'n said at Omaha last week, "these superfluous facilities naturally gravitate towards undesirable and unbusinesslike people." The history of any station where cutthroat competition has prevailed for any length of time shows that some of the facilities are sure to get into the hands of weak men, who, in hope of getting out even, take wild chances and indulge in practices which are not fair to the grain grower, the terminal market receiver or the banker.

The average country banker will always do everything in his power to increase the number of firms engaged in any line of business in his town, providing he has some chance of handling their banking. His shortsightedness prevents his perceiving that over-competition is sure to give him an undesirable customer and it may be a heavy loss. We recall one Indiana town, where the local banker encouraged and assisted a stubborn hard fighter to engage in the grain business, and build a small mill, with the result that grain was hauled in from all parts of the county and stored free, or sold at prices above the track bids. When

the enterprising grain merchant disappeared, he owed the banks, the farmers and terminal market receivers \$269,000, yet everyone thought, until he disappeared, that he was an enterprising successful merchant, a live wire, who was doing more than everyone else to place the town on the business map.

Mr. Metcalf took occasion to commend the position of the Illinois Public Utilities Commission for refusing to license a second corporation, because the applicants had neglected or failed to show that the institution already rendering the service was failing to perform its duty or charging unreasonable rates.

Mr. Metcalf says: "Too many facilities in any line of business must, of necessity, if they continue to exist, entail on their patrons an additional and useless expense, and if they are not perpetuated, it would seem to be a needless destruction of property value."

Many elevators have been built at stations where they were not needed, simply because of spite or greed. In other words, men have been and are today permitted to build grain elevators at a station far in excess of the station's need. Every man who has been in the grain business for any length of time knows of stations where such indiscretions have been permitted. If the public has the right to insist on economical service by any public utility, why has it not also the right to insist upon the same economy in the establishment and management of private corporations, seeking to serve its different needs? If the Grain Dealers National Ass'n were to undertake to furnish its members with insurance policies against accidents and fires, many of its members would protest most vigorously against its attempting to supply that which is already obtainable from numerous reliable companies at cost. It is easy to perceive that the establishment of one more agency for supplying the grain dealers' wants in these lines would increase the cost of doing business to the mutuals already in the field, and work no true economy to the trade at large.

Over-production invariably results from selfishness and greed, and while the public must eventually pay the bill, it is doubtful if it will obtain relief from over-competition until greed, spite and selfishness have been eliminated from many a man's motives.

In this connection it is worthy of note that the new Federal Trade Commission, which is now preparing to regulate the business of corporations, seems to have arrived at the conclusion that the elimination of unfair competition, without litigation, is essential to the welfare of the country at large. It is history in many lines of business that unfair methods have enabled some firms to exterminate competitors, with the result that the victors quickly recouped their losses from the public and charged dearly for its goods or services thereafter.

It is gratifying that the public is gradually coming to recognize that fighters in business do not always pay their own losses. Even tho no rule or law be established for checking cut-throat competition, the appreciation by the public that it must ultimately pay the bill will cause some of the bankers and other hot heads to be reluctant to encourage competitors to "go to it."

### The Equity Co-operative Exchange

The Attorney General of North Dakota has begun action against the Equity Co-operative Exchange, which has its official headquarters in Fargo and sales offices in St. Paul and Superior, which seems certain to cause the disappearance of this band of agitators from the Northwest. He declares that the Exchange is insolvent, and asks for the appointment of a receiver and the annulment of its charter.

Among other allegations he declares that the capital stock of the Equity has been dissipated, that false financial reports have been made to stockholders, that the company has not acted according to terms of the charter creating it, that the Exchange has had no special facilities for handling grain, yet has made false claims of selling direct to millers and exporters, although it actually sold to other commission houses and thus created an extra middleman, the result being double, and sometimes treble commissions charged the grain shipper.

It is also charged with the sale of grain to fictitious persons, and to persons in its employ, who in turn have sold grain thru regular commission firms. These sales were frequently made under the market quotations, for the same grade of grain, with the result that shippers received account of sales that were from 1c to 5c under the price at which the grain was actually sold, and that in addition to actually defrauding the shippers, the Equity charged a commission for doing it.

Some of the officials have been so actively engaged in branding everyone who opposed the Exchange with being a crook or a fraud, it was but natural that many should have been on the lookout for shady transaction by the Exchange, and the action of the attorney general indicates he is confident he has ample proof in support of his charges. Many men have gained the confidence of farmers by openly branding everyone with whom they were doing business as dishonest. but in this case, the dishonesty has been found to rest with the agitator, who sought a reward for showing up "thieves."

THE WHEAT acreage promises to be larger than ever, in fact the increase in United States, Canada and British India is expected to amount to eight and one-half million acres, and no doubt a small increase will be made in many other countries, so that if a fair crop is obtained lower prices must prevail.

SHIPPERS WHO are accustomed to selling grain "delivered" need to watch the new grain tariffs more vigilantly than ever, as the grain carrying roads are indulging in tricks that are new and unheard of. In some cases they insist upon having 1c more freight, because the shipment is an interstate shipment, and other times they want another cent because the shipment is a local shipment. The grain shippers at Omaha and Sedalia recently exchanged experiences, but no explanation or remedy was presented. Other grain shippers have suffered by the same tricks, but without making vigorous complaint. It would seem proper that grain shippers who are gouged in this manner should submit their case to the Interstate Commerce Commission and ask a ruling as to what rate was applicable to the shipment. In this way they may be able to get reparation justly due them.



## Railroad Not Liable for Wrecking Elevator.

Clauses in lease of site for elevators on right of way are valid as a release of the railroad company from the payment of damages to the owner of the building if wrecked or burned. The Supreme Court of Kansas so decided Mar. 6, 1915, in the suit brot by the Griffiths Grain Co. against the St. Joseph & Grand Island Ry. Co. The lower court had given the Griffiths Grain Co. judgment; but the Supreme Court reversed the decision, in favor of defendant railroad company.

A freight train which was switching jammed an empty box car thru the side of the elevator, tearing the office to pieces and spilling 400 bus. of millet seed and 1,000 bus. of corn. The car tore thru the office, upsetting the stove, splintering the end of the engine room and banged into the elevator itself, tearing a hole from the foundation to within 6 ft. of the roof. The house was situated at Baileyville, Kan., and the wreck occurred Feb. 28, 1913.

A clause in the lease provided that the lessee should assume all risk of loss, damage or destruction to the elevator buildings or contents from causes incident to or arising from the movement of locomotives, trains of cars, misplaced switches or in any other respect from the operation of the railroad whether the result of negligence of the railway company or its employees.

In the lower court the jury gave a verdict for plaintiff, accepting its allegation that the clause in the lease was against public policy, that the erection of elevators along its right of way is something which becomes necessary to every railway in order that it may furnish adequate facilities to the public; that if the plaintiff had not made the lease and erected the elevator, the company would have been required to do so in order to furnish facilities to shippers of grain.

The railroad company alleged that the public had no interest in this lease, and this view was upheld by the Supreme Court, following the decision of the Supreme Court of the United States in the case of the Hartford Ins. Co. v. Ry. Co., in which that court said:

"No one had the right to put a warehouse or other building upon the land of the railway corporation without its consent; and the corporation was under no obligation to the public, or to the partnership, to permit the latter to do so."

The court held that the principal consideration in the contract for the license to build and maintain the warehouse on this strip of land was the stipulation exempting the company from liability to the licensee for any such damages, and the public had no interest in the question which of the parties to the contract should be responsible for such damages to property placed on the land of the corporation.

Another case in point is Griswold v. Ill. Cent. Ry. Co., 90 Iowa, 265, 272, 57

N. W. 843, 846 (24 L. R. A. 647). In the opinion it was said:

"Much as the public may have been interested in the convenience of such a place of business, it had no interest as to who should carry the hazard incident to that property being located as it was."

It was held, therefore, that a provision in a contract of this character for indemnity is valid.—146 Pac. Rep. 1134.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. I. & P. 37392 passed thru Latimer, Kan., April 24, leaking grain badly at doorpost. Looked like No. 2 yellow corn.—C. L. Kosten, agt. C. E. Robinson Grain Co.

C. R. I. & P. —, labeled "Seed Oats," and another car of oats were wrecked at Vermont Street Crossing, Blue Island, Ill., Apr. 9. Cars were inbound for Chicago. Yard men shoveled oats and cinders back in to cars and set out. May have to be transferred.—B.

Tex. Pac. 13793 was set out at Grand Junction, Ia., Apr. 7, for repairs. Was leaking yellow corn badly at doorpost; must have leaked 20 bus. in yards here before being set out.—F. C. Harvey, mgr. Farmers Elvtr. Co.

C. R. I. & P. 57320 passed thru Prairie City, Ia., Apr. 1, leaking yellow corn on account of loose siding.—Prairie City Grain & Stock Co.

A. J. BRUNSWIG GRAIN Co., St. Joseph, Mo., had a car of wheat in the recent congestion at Galveston, and reports that

AN AEROPLANE view of the war zone is a splendid relief map of Europe in colors showing the natural obstacles the warring nations must overcome, which is being sent to the trade by the Xenia Grain Co., Xenia, O.

I HAVE DERIVED much benefit from nearly every department of the Grain Dealers Journal but most from the Crop Report and Grain Movement columns.—L. C. McMurtry, formerly sec'y-treas. Pampa Grain Co., Pampa, Tex.

CUTTING WHEAT in the stiff dough and allowing it to ripen or cure in the shock before thrashing to lessen smut and dust explosions is being urged by George A. Olson, head of the state experimental station at Pullman college, Pullman, Wash.

## Coming Conventions.

May 4, 5 and 6.—Terminal market hay and straw inspectors at Kansas City.

May 12-13.—Illinois Grain Dealers Ass'n at Champaign, Ill.

May 18-19.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 24-25.—(Tentative dates) Texas Grain Dealers Ass'n at Galveston, Tex.

June 30-July 1.—Ohio Grain Dealers Ass'n at Cedar Point.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.



The Farmer Who Sold to the Irregular Shipper.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Interest on Advances Against Track Bot Grain.

*Grain Dealers Journal:* We were interested in the communication which appeared in the Journal for April 10th, on page 489, under the caption, "Settlement should be made when car is unloaded."

Mr. Erskine is quite right in complaining of having to pay interest on advances against grain sold by the country shipper f.o.b. his track. We think it is perhaps not generally understood that Buffalo grain dealers do not make any charge for interest on advances against grain which they buy f.o.b. country shipping point. They do charge interest on advances against grain consigned by the country shipper to be sold for his account upon arrival at Buffalo, which, as Mr. Erskine states, is a proper charge.

Mr. Erskine further complains of not receiving allowance of interest on balances due him for a period of from one to three months, and his complaint is certainly justified. We do not think there is a grain dealer in Buffalo who does not make returns to the country shipper immediately after the unloading of the grain, and who does not make remittance of any balance due the shipper almost immediately. So far as this company is concerned, we send remittances of balance due the shipper with our account sales, which always leave our offices the day following that on which the grain is unloaded.—Burns Grain Company, H. T. Burns, Pres., Buffalo, N. Y.

### Eliminate Cause, Not Symptoms of Fires.

*Grain Dealers Journal:* I have read the various articles on fire hazards in the Mar. 25 number of the Grain Dealers Journal. It is a surprising presentment and interesting. Nearly every one of the contributors admits that chokes which result in the cup belt slipping on the head pulley are the principal cause of fires. Yet not one of them suggests eliminating this cause. They all, without exception, propose to treat the symptoms only.

If a careless chauffeur runs an auto into a telegraph pole once a week on the average, would the auto builder suggest that the owner put a costly buffer in front to reduce the shock and damage, as a remedy for the cause? Yet this is exactly the kind of advice we get as to the hazard of elevator fires. All accept a choke as a necessary fact, or I may say, a necessary evil, and then devote all their thoughts to mitigating the consequences of that evil.

A choke is one of those abominations that never should occur. An elevator leg that chokes is a bungling piece of engineering work and should not be tolerated by insurance men.

I must take issue with I. C. King as to belt slippage. It does not make any dif-

ference whether the head pulley is of a large or small diameter, as to slippage. This may seem strange, but it is an accepted engineering fact that it is the arc of contact that provides the friction, not the length of the surface, within reasonable limits, of course, depending on the thickness of the belt and other things.

The belt on a head pulley should never slip and will never slip if pulley and belt are properly proportioned to the load. But if the belt is locked by a choke or in any other manner it is folly to put in larger pulleys and belts as a remedy. It must slip, or break, or stop the engine.

If a cup belt is locked fast by a genuine choke and the engine keeps going, what becomes of this *improved strengthened dynamo* in the elevator head? Is it not making sure and certain that it will be effective in producing sufficient fire for a conflagration?—Thos. F. Hall, Omaha, Neb.

### Stamping Filing Time on Telegrams May Be Required

*Grain Dealers Journal:* Senate File 849 is a bill to compel telegraph companies to place the filing time on all telegrams. It is as follows:

SECTION 1. Every firm or corporation operating a telegraph line or lines in this state, and charging tolls therefor, shall without extra charge, cause to be written, stamped or printed in a conspicuous place upon the addressee's copy of each telegram originating at and destined to a point within this state, the hour and minute of the day in which the copy of such telegram was filed or left with such firm or corporation for transmission, and the hour and minute of the day when such telegram was received in the office of such firm or corporation at its destination.

SEC. 2. Any firm or corporation violating any of the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

You will appreciate at once what an advantage this would be to business men. The Western Union has been following this practice since March 1 but only in response to agitation from all sides. The Postal does not place the filing time on telegrams.

The filing time is more important than the time received. If the filing time is on a message, the receiver knows exactly what time the message was filed at the original point and is placed in a position where he knows exactly what kind of service he is getting. The government places the filing time on all letters, but the telegraph companies have until recently refused to place it on messages altho they charge from twelve to twenty times as much for handling a telegram as the government charges for sending a letter from New York to San Francisco.

It is well known that the telegraph companies now discriminate in favor of one firm against another. To compel them to place the filing time on a message as well as the time received would to a large extent eliminate this discrimination.

In the Minnesota house, the bill has been recommended to pass by the committee. In the Senate the bill was recommended for indefinite postponement, partly on the ground that the Western Union now complies with this requirement. If the house passes the bill it will again come before the senate and we may be able to get it across.

Please remember, however, that the Western Union only places the filing time on messages originating at the larger offices. Some 20,000 railroad offices where

the W. U. has an indirect control do not place the filing time on messages.

My bill would be of benefit to the users of the telegraph in the smaller towns particularly.—Very truly yours, Richard Jones, Duluth, Minn.

### Program Illinois Meeting.

The 22nd annual meeting of the Illinois Grain Dealers Ass'n will be held in Champaign May 12-13. The program follows:

Wednesday, May 12, 9:00 A. M.

Call to Order, President Victor Dewein, Warrensburg.

Invocation, Rev. R. H. Schuett, Champaign.

Song, Male Quartet from U. of I.

"In Memoriam—S. W. Strong," Rev. J. C. Baker, Urbana.

Address of Welcome for the City of Champaign and the Grain Dealers of Vicinity, Hon. E. S. Swigart, Mayor, Champaign.

Response for the Association, Hon. R. R. Meents, Representative 20th District, Illinois General Assembly, Ashkum.

Reading Minutes of Last Annual Convention.

Secretary's Report, E. B. Hitchcock, Assist. Secretary, Urbana.

Treasurer's Report, C. C. Miles, Peoria.

Auditing Committee's Report, T. E. Hamman, Chairman, Milmire.

Appointment of Committees.

Address, "Unintelligent Competition and Its Influence on Fire Insurance," V. E. Butler, Director, Grain Dealers Fire Insurance Co., Indianapolis, Ind.

Wednesday, May 12, 1:30 P. M.

President's Annual Address, Victor Dewein, Warrensburg.

Address, Hon. Edmund J. James, President, University of Illinois, Urbana.

Address, "Truth and Error in the Economics of the Grain Trade," J. C. F. Merrill, Secretary, Board of Trade, Chicago.

Reports of Committees by Chairman of each:

Arbitration, Frank L. Evans, Decatur.

Executive, E. M. Wayne, Delavan.

Legislative, Lee G. Metcalf, Illiopolis.

Claims Bureau, R. C. Baldwin, Bloomington.

Scales Department, J. M. Allen, Decatur.

Address, "A Larger Yield of Better Grain," Bert Ball, Secretary, Crop Improvement Committee, Chicago.

Election of Officers.

New Business.

Thursday, May 13, 9:00 A. M.

Address, Hon. J. Ham. Lewis.

Address, "The Fundamentals of Business Building in Relation to the Grain Trade," H. N. Tolles, Vice-President, Sheldon School, Chicago.

Address, "Discounting Grain on Intrinsic Value," A. H. Shelby, Sidney.

Report of the Resolution Committee.

Scale Inspection Report, Geo. J. Betzelberger, Delavan, Scale Inspector of Assn.

New Business.

### Entertainment.

WEDNESDAY, MAY 12.

1:30 p. m.—Automobile ride for the ladies.

4:00 p. m.—Reception for the ladies, University of Illinois Woman's Building.

7:30 p. m.—Vaudeville, Orpheum Theater, Champaign. For all.

9:00 p. m.—Luncheon and smoker, Masonic Temple, Champaign. For all.

THURSDAY, MAY 13.

11:00 a. m.—Automobile ride for the ladies.

1:00 p. m.—Automobile ride for the men, and tour of the University of Illinois.

5:00 p. m.—Luncheon, old U. of I. Armory. For all.

6:00 p. m.—May-pole dance, Illinois Field. For all.

A MEETING of hay and straw inspectors of the various terminal markets is called by J. Vining Taylor, Sec'y-Treas., National Hay Ass'n, at Kansas City, Mo., May 4, 5 and 6. The invitation to meet at that time has been extended by the Kansas City Hay Dealers Ass'n and headquarters will be maintained at the Coates House.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Dealers' Ass'n in Wisconsin?

*Grain Dealers Journal:* Could the Journal give us the names of the grain dealers' ass'ns in Wisconsin, also the addresses of their secretaries?—Young-Randolph Seed Co., Owosso, Mich.

*Ans:* Since the Wisconsin Grain Dealers Ass'n discontinued its activities several years ago, that state has had no grain dealers ass'n. Some of the grain dealers thru the state are members of the Milwaukee Chamber of Commerce.

### Method of Conducting a Country Grain Storage Business.

*Grain Dealers Journal:* We are increasing the capacity of our elevator and contemplate taking grain for storage. We would like to hear thru the columns of the Journal from grain dealers having had experience in storing of wheat, corn and oats as to methods and terms of storage and loading out the grain, or buying the grain when the farmers wish to sell.

What percentage is allowed for shrinkage while in storage?

What form of contract is used in storing grain?—H. Mill Co.

### How to Ventilate Grain Warehouse?

*Grain Dealers Journal:* What is the proper way to ventilate grain warehouses in a hot country, such as we have here? How often must the air be changed and is the circulation by gravity or forced? Is the apparatus placed under the floor?—Wm. Redding, Nogales, Ariz.

*Ans:* Bulk grain packed into bins for store cannot be ventilated; and, altho an inventor, Johnson, perfected such a system of piping, it has not been generally introduced. To dry or cool grain successfully the grain must be in motion thru special apparatus, such as one of the driers shown in the advertising columns of the Journal. Having been first dried and cooled the grain can be placed in store safely for an indefinite time without ventilation. To save corn that is getting hot it can be shoveled over and over on the floor, if regular drying apparatus is not available, elevated and dropped into a dump or run thru a good cleaning machine.

### Is Railroad Entitled to Natural Shrinkage?

*Grain Dealers Journal:* I wish to know if a railroad is entitled to 1/8 of one per cent for natural shrinkage on claims filed for loss in transit. I have had the Big Four Railroad come back twice recently claiming they are entitled to 1/8 of one per cent on the entire amount loaded into the car for natural shrinkage, and ask that that amount be deducted from the value of grain lost. If it is the law I am willing to allow it, but if not I shall stand for my rights.—W. B. Wallace, mgr. Windsor Grain Co., Windsor, Ill.

*Ans:* The Illinois statute specifically provides that "Such railroad corporation shall weigh out and deliver to any such shipper, his consignees or any other person or persons entitled to receive the same at the place of delivery, the full amount of such grain, without any deduction for

leakage, shrinkage or any loss in the quantity of the same." "In default of such delivery the railroad corporation shall pay the full value of any such grain not delivered." The courts have ruled against the 1/8 of one per cent deduction, as fully reported in the Grain Dealers Journal, Feb. 25, page 251, and the railroad company is not entitled to the deduction.

### S. W. Strong Dead.

S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n for ten years, died April 18 at his home in Urbana, Ill. The immediate cause of his death was heart failure. At 6 p. m., when the physician left, he was able to sit up in a chair; but at 11:55 p. m. he expired, his heart having been weakened by a five months' fight against pleurisy and cancer.

The disease developed in November, and about Jan. 1 he underwent an operation removing two quarts of fluid from around the heart, and for two weeks he showed an apparent recovery, being able to get up and go out doors half an hour at a time. The officers of the Ass'n realized his serious condition and lightened the burden of the secretary's office by appointing E. B. Hitchcock to assist him. He was in good spirits three days before he died.

Samuel Wilson Strong was born at Lebanon, Ind., Dec. 7, 1850. When he was 6 years old his parents removed to a farm near Dwight, Ill., where he grew to manhood and attended the district school, removing to Pontiac in 1870. There he was married in March, 1887, to Miss Elizabeth M. Stewart, and for three years they resided at St. Marys, Kan., where Mr. Strong was engaged in the grain business. He returned to Pontiac about 1890 and for 4 years was chief clerk in the State Reformatory, being active as an organizer and successful in raising funds.

Mr. Strong became identified with the Illinois Grain Dealers Ass'n Jan. 2, 1905, as traveling representative. Co-operating with Geo. Beyer, at that time sec'y, he considerably increased the membership and in June was appointed sec'y, a position that he has filled capably and acceptably.

Besides building up the membership and keeping the rank and file interested in association work Mr. Strong extended the work of the arbitration com'tee and created a claims department, handling now a large volume of business. He was constantly traveling on the work of the Ass'n, frequently represented the organization before the Interstate Commerce Commission and Illinois Public Utilities Commission.

His personal qualities were such as to draw out what was best in his associates by team work to accomplish some desired reform in which he was always glad to let the officers, directors and com'tees share the credit of achievement. Thru his broadminded policy certain controversies that have left permanent scars in other states never arose in Illinois.

Mr. Strong was a great lover of out-of-door life. His chief enjoyment was a large garden that he took great pleasure in, watching its development. He was fond of flowers. While he wrote no verse his favorite pastime was the study of poetry and he spent many hours reading his favorite authors, whom he could quote at length. All his time off the road he devoted to his family, and could always be found at home when in town. It was to give his children the benefits of education at the Illinois State University that he removed from Pontiac to Urbana

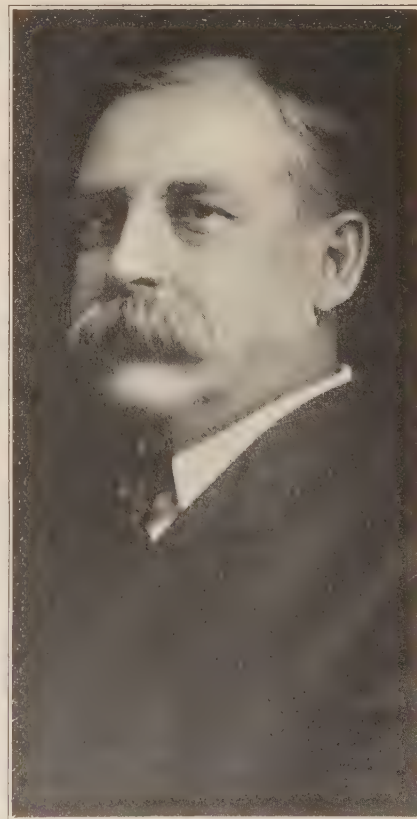
five years ago. He was a member of the official board of Trinity Methodist Church. Of his three children, two survive him, LaDella, now Mrs. Walter V. Turner of Chicago, and Arthur C. Strong, attorney, of Urbana, with Mrs. Strong.

After brief funeral services at Urbana, Apr. 20 the body was taken 80 miles by train for interment at Pontiac. The pallbearers were Lee G. Metcalf, E. M. Wayne, Victor Dewein, P. M. Faucett, H. I. Baldwin and R. C. Baldwin, all well known grain dealers. Many grain men boarded the funeral train as it passed thru Bloomington. Numerous floral tributes came from the Illinois Grain Dealers Ass'n and different terminal markets.

Above all, Sam Strong was a peacemaker. Strenuous seekers of self-interest stood abashed before his calm yet fair insistence upon fair play. Controversy upon which dissension thrives never was encouraged by him; he antagonized no one. The grain man who had been led by the gentle suggestions of Sam Strong to see the error of his way invariably forgot that Mr. Strong had taken the other side of the question and remained a friend.

Knowing their weaknesses and ambitions Mr. Strong had a sympathy for men that manifested itself in a consideration for others and a thoughtfulness that lent aid to so many at the right time and place that it seemed he had the welfare of each and every individual in the trade constantly in his heart and mind.

"Mr. Strong's death is a great loss to the entire grain trade, state and national," said Mr. Dewein of Warrensburg, pres. of the Ass'n. "It is not possible to measure his worth. The Illinois Grain Dealers Ass'n stands as a monument to his untiring and unselfish efforts and to his unswerving honesty and integrity. The impress of his splendid qualities has helped to make the strength of the state ass'n."



Sec'y S. W. Strong, Deceased.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CALIFORNIA.

Sacramento, Cal., Apr. 12.—Nearly 70,000 acres of land in this territory have been seeded to wheat and barley for the first time; the expected yield being 40 to 50 sacks to the acre.—C. L.

### CANADA.

Montreal, Que., Apr. 19.—A well informed local miller ridicules the prediction that the western wheat acreage will be increased 40% this year, as such an increase would mean more than 4,000,000 acres. He considers that 15% would be more likely to be realized, which would mean an increase of 1,500,000 acres or 25,000,000 bus., which would be in good showing.—B.

### ILLINOIS.

Wrights, Ill., Apr. 18.—Wheat acreage large; looking fine; with good weather will have large crop.—Kesinger & Son.

Wyand, Ill., Apr. 17.—Need rain badly; must have one before long to help crop.—Wm. R. Teece, mgr. Wyand Grain Co.

Sidney, Ill., Apr. 22.—Oats making good progress. Recent rains helped wheat; corn planting just beginning.—Sidney Grain Co.

New Lenox, Ill., Apr. 6.—Farmers starting oats seeding; so dry plant cannot start; need rain.—A. C. Winger, mgr. New Lenox Grain Co.

Matteson, Ill., Apr. 17.—Oats all seeded; ground in good shape; acreage about the same as last year—half oats and half corn.—H. F. Bartling.

Pana, Ill., Apr. 14.—Wheat looks fine; never saw it better at this time of year; had fine rains last week; everything looks fine at present.—G. F. Barrett.

Glenavon (Weedman p. o.), Ill., Apr. 22.—Prospects flattering for new oats. Ground fine for corn. Wheat looks better and is getting a good start.—J. J. Stack.

Sidney, Ill., Apr. 15.—Oats seeding done; coming up well; good rains; wheat doing fine; oats acreage large; wheat acreage larger than ever before; spring has been perfect for all crops.—Sidney Grain Co.

### INDIANA.

Rushville, Ind., Apr. 12.—Wheat looking fine; had nice rains.—T. H. Reed & Son.

Fiat, Ind., Apr. 22.—Much needed rains have fallen and farmers are smiling.—John Dean.

Silver Lake, Ind., Apr. 23.—Prospects for the wheat crop are very good.—Kinsey Bros.

Jamestown, Ind., Apr. 10.—Oats were seeded in good shape this season; recent showers will start them; wheat showing improvement; greater part stood winter and dry weather well.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

### IOWA.

Holland, Ia., Apr. 20.—Oat fields already green.—Farmers Elvtr. Co.

Watkins, Ia., Apr. 14.—Oats all sown; plowing for corn in progress.—L. O. Eaton, mgr. Watkins Grain Co.

Atlantic, Ia., Apr. 17.—Many pastures are being broken up so acreage will be larger next season.—G. H. Bunton.

Center Point, Ia., Apr. 17.—Corn acreage shows slight increase; much of it will be sweet corn.—Wormer & Dennis.

Des Moines, Ia., Apr. 19.—Small grain seeded and ground well prepared for corn. Early sown grains show good stand.—Geo. M. Chappel, director, Iowa Weather Service.

### KANSAS.

Price sta. (Sabetha p. o.), Kan., Apr. 12.—Farmers seeding oats; some done, others say fields too wet; will have marked decrease in acreage around here; wheat looks promising; acreage good; weather cool with much cloudiness past week.—M. J. Steiner.

Larned, Kan., Apr. 20.—Condition of wheat in this county 60%, against 100 last year, conditions here not being as good as in most of the state. Condition of soil for corn is ideal, having had plenty of moisture during the winter.—G. W. Lawrence, sec'y Farmers Co-operative Grain Dealers Ass'n of Kansas.

Topeka, Kan., Apr. 22.—Prospects for wheat very promising. The general average condition on a total of 8,586,300 acres is 92.8, 100 representing a satisfactory situation. The state's wheat a year ago was 96.5. Last fall's sowing of 8,870,000 acres, as estimated by correspondents, was the second most extensive in the history of Kansas, surpassed only by the more than nine million acres from which the crop of 1914 was harvested. The growers now believe that three to four per cent is such a failure that the land will be devoted to other crops. Oats and corn.—Owing to the late, wet spring oats sowing was delayed, and the indications are that the acreage will be noticeably less. Conditions favor prompt germination and rapid growth. Preparations for corn planting have been progressing under extra good circumstances, and reports suggest that the acreage will be considerably larger than that of last year.—J. C. Mohler, sec'y., Kan. State Board of Agriculture.

### MINNESOTA.

Minneapolis, Minn., Apr. 21.—Wheat seeding in Minnesota, N. and S. D. is 90% completed and oats seeding will be completed in few days. Barley seeding under way.—Van Dusen-Harrington Co.

### MISSOURI.

Dresden, Mo., Apr. 20.—Wheat crop looks good.—Gowell & Shacklett.

Buckner, Mo., Apr. 22.—Wheat fine, acreage somewhat larger than last year.

Fortuna, Mo., Apr. 22.—Wheat fine, acreage 1/3 larger than last year.—O. W. Carter.

Bolivar, Mo., Apr. 22.—Prospects fine for big crop. Larger acreage than last year.—T. H. Jarman.

Missouri, Mar. 30.—Wheat prospect in western part of state good.—C. A. Johnson, Fort Madison, Ia.

La Russell, Mo., Apr. 21.—Wheat continues to look favorable; oats fine.—Art Adams, pres. Forsythe Mlg. Co.

Herman, Mo., Apr. 22.—Wheat fine. Oats coming up. Alfalfa and clover looking fine. Some corn planted.—F. W. Eggers.

### NEBRASKA.

Holdrege, Neb., Apr. 16.—Wheat fine; needs rain account crust.—A. C. Johnson.

Crete, Neb., Apr. 13.—Wheat looking fine; acreage same as last year.—John Rothmuller.

Schuyler, Neb., Apr. 14.—Wheat prospects fine. Farmers getting busy.—Farmers Grain Co.

Valparaiso, Neb., Apr. 19.—Prospects for bumper wheat crop this year.—Martin W. Spence, agt. Omaha Elvtr. Co.

Fairbury, Neb., Apr. 21.—Wheat looks fine. Prospects good for 100% crop. Oats all seeded. Soil in good condition.—O. Vanier.

Lincoln, Neb., Apr. 15.—Reports from 30 Nebraska stations indicate that winter wheat is in good condition; spring wheat backward.—Lonsdale Grain Co.

Arbor sta. (Davey p. o.), Neb., Apr. 14.—Mostly wheat and a little corn raised here for market; no oats; growing wheat finest ever; soil in excellent condition to work.—R. O. Johnson, agt. Nye Schneider Fowler Co.

### NORTH DAKOTA.

Alfred, N. D., Apr. 19.—Having good spring for seeding; ground in best shape for years; wheat seeding started Apr. 8 and 75% already seeded.—Frank Boldt, agt. Powers Elvtr. Co.

### OHIO.

Springfield, O., Apr. 17.—Oats all seeded and 75% of corn ground broken.—S. A. Muff.

New Hampshire, O., Apr. 19.—Oats all sown and coming thru. Plowing finished. Wheat never better.—L. H. Swickard.

Rising Sun, O., Apr. 20.—Recent rains have revived the wheat which looks fine. Oats are all planted and weather is favorable. Farmers planting corn.—W. A. East-erly, mgr. Farmers Commercial Grain & Seed Co.

Columbus, O., Apr. 1.—Wheat condition 88%, compared with 95% a year ago; 6 weeks' snow protection. Winter barley condition 93%, compared with 96% last year; rye condition 91%, compared with 96% last year. Condition of corn in crib 96%, compared with 93% last year, 12% unhusked damaged during winter against 14% last year. Wheat in poor growing condition, due to alternate thawing and freezing, especially during March; some complaint of Hessian fly but not general. Estimated wheat acreage 1,828,267; yield should be about same as 1914. Corn in crib in excellent condition; little or no complaint of mould or rot; spring plowing well advanced; corn acreage will be large.—Ohio Agricultural Com'n.

### OKLAHOMA.

Stigler, Okla., Apr. 12.—There are 10,000 acres of grain sown in immediate vicinity.—Geo. C. Henry.

Chelsea, Okla., Apr. 15.—Wheat and oat prospect never better; a little late; have lots of moisture in ground and with favorable conditions will have bumper crop.—U. S. Jefferies, mgr. Chelsea Mill & Elvtr. Co.

### TENNESSEE.

Chattanooga, Tenn., Apr. 15.—Corn acreage will be increased.—S.

### TEXAS.

Hillsboro, Tex., Apr. 20.—Prospects good for enormous crop.—A. L. Blanchard.

Pampa, Tex., Apr. 15.—Crop prospects never equaled here.—L. C. McMurtry.

Wichita Falls, Tex., Apr. 20.—Wheat fields in splendid condition. Estimate yield for state 25,000,000 bus.—W. D. H.

Anson, Tex., Apr. 19.—Prospects are for bumper crops of wheat, corn and oats.—Anson Mlg. Co.

### WASHINGTON.

Seattle, Wash., Apr. 16.—Thruout eastern part of state present weather indications and moisture now stored in soil from last winter's precipitation point to a dry harvest season, unless rainfall between now and then is above the normal of 20 year average. Wheat farmers, who last year lost 300 threshing machines and many fields of grain on account of smut fires are feeling generally uneasy.—H.

## Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

		JULY WHEAT.															
		Apr. 10.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.	Apr. 23.	Apr. 24.		
Chicago	.....	122 1/2	124	123 1/2	129 1/2	130 3/4	133 3/4	136	137 1/2	135	135 1/2	135 3/4	138 1/4	139 1/2	139 3/4		
Minneapolis	..	141 1/2	142 1/2	142 3/4	147 1/2	149 1/2	151 1/2	152 3/4	155	152 3/4	151 1/2	151 3/4	153 3/8	155 3/8	155 3/8		
Duluth	.....	151 1/2	152 1/2	153 3/4	156 3/4	158 1/2	158 3/4	159 1/2	161 1/2	159 1/2	159 3/4	159	161 1/2	164 1/2	164 1/2		
St. Louis	.....	117 1/2	118 3/4	118 3/4	123 3/4	125 1/2	127 3/4	129 1/2	132	129	128 3/4	128 3/4	131 1/2	133 1/2	133 1/2		
Kansas City	..	115 1/2	116 3/4	116 1/2	122 1/2	123 3/4	126 3/4	128 3/4	131	128	127 1/2	127 3/4	130	132 1/2	132 1/2		
Milwaukee	...	122 1/2	124	123 1/2	129 1/2	130 3/4	133 3/4	136	137 1/2	135	135 3/4	135 3/4	138 1/4	139 3/8	139 3/8		
Toledo	.....	124 1/2	125 1/2	124 1/2	130	130 3/4	133	135	137 1/2	134	134 1/2	134 1/2	137	138 3/4	138 3/4		
*Baltimore	...	160	162 1/2	161 1/2	162	163 1/2	163 1/2	164	164 1/2	163 1/2	163 1/2	164	166	168	168		
Winnipeg	....	149 1/2	150 3/4	150 3/4	153 3/4	155 1/2	156 3/4	157 1/2	160 3/4	158 3/4	158 1/2	158 3/4	160 3/4	163 1/2	163 1/2		
		JULY CORN.															
		Apr. 10.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.	Apr. 23.	Apr. 24.		
Chicago	.....	75 1/2	76	75 1/2	76 1/2	76 3/4	78 1/2	79 1/2	79 3/4	79 1/2	79 1/2	80 1/4	80 1/4	80 3/4	81 1/2		
Kansas City	..	74	74 1/2	73 3/4	74 3/4	75	76 3/4	77 1/2	77 3/4	77 1/2	78	77 3/4	77 3/4	78 3/4	78 3/4		
St. Louis	.....	76	76	75 3/4	76 3/4	76 3/4	78	79 1/2	79 1/2	79 1/2	79 1/2	79 3/4	80 3/8	80 3/8	80 3/8		

\*April delivery.

†May delivery.

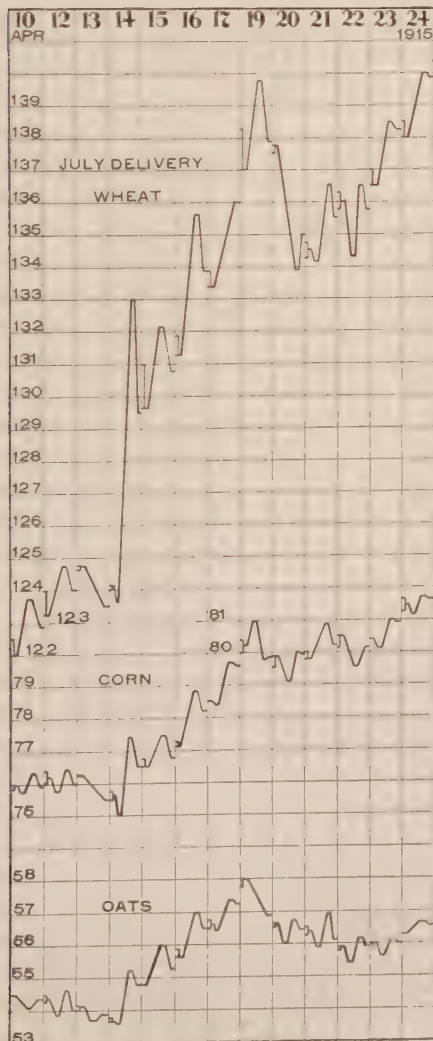


## Exports of Grain, Weekly.

	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4 to Dec.				
26	168,699,000	112,304,000	37,632,000	8,817,000
Week ending	1915.	1914.	1915.	1914.
Jan. 4	5,807,000	3,626,000	717,000	51,000
Jan. 11	7,362,000	4,562,000	124,000	296,000
Jan. 18	7,062,000	3,686,000	859,000	279,000
Jan. 23	5,664,000	2,794,000	1,474,000	263,000
Jan. 30	5,938,000	1,507,000	1,943,000	133,000
Feb. 6	8,294,000	3,433,000	1,779,000	128,000
Feb. 13	6,795,000	2,661,000	1,879,000	223,000
Feb. 20	7,128,000	2,035,000	1,730,000	154,000
Feb. 27	4,853,000	2,191,000	2,412,000	172,000
Mar. 6	5,805,000	3,185,000	1,116,000	112,000
Mar. 13	4,206,000	2,751,000	1,607,000	88,000
Mar. 20	4,071,000	3,382,000	1,364,000	180,000
Mar. 27	5,034,000	1,458,000	3,214,000	114,000
Apr. 3	7,082,000	2,196,000	3,168,000	82,000
Apr. 10	4,500,000	1,707,000	2,399,000	271,000
Apr. 17	4,915,000	2,140,000	4,141,000	279,000
Tl.	263,245,000	155,618,000	67,558,000	11,642,000

## Chicago Futures

Opening, high, low and closing quotations for wheat, corn and oats for July delivery, during the last two weeks at Chicago, are given below. For complete collections of similar charts see the Journal's Chart Book.



## Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

### ILLINOIS.

Sidney, Ill., Apr. 15.—Most of corn in farmers' hands; some beginning to move now.—Sidney Grain Co.

Matteson, Ill., Apr. 17.—Bulk of corn back in farmers' hands; not 25% sold; good quality.—H. F. Bartling.

New Lenox, Ill., Apr. 6.—Old crop almost all marketed; very little left in country.—A. C. Winger, mgr. New Lenox Grain Co.

Wyanet, Ill., Apr. 17.—Grain movement quiet; some corn but farmers are holding for corn to make a gain on oats.—Wm. R. Teece, mgr. Wyanet Grain Co.

Glenavon (Weedman p. o.), Ill., Apr. 22.—Farmers offering old corn at 75c. Quite a little sold at 72c; 80,000 bus. of old corn left. Old oats scarce.—J. J. Stack.

Peoria, Ill., Apr. 1.—Receipts of grain at this market for March, 889,000 bus. wheat, 789,800 bus. corn, 950,400 bus. oats, 9,600 bus. rye and 185,000 bus. barley, compared with 102,000 bus. wheat, 1,433,000 bus. corn, 984,300 bus. oats, 15,600 bus. rye and 355,200 bus. barley for March, 1914. Shipments were 170,000 bus. wheat, 248,267 bus. corn, 1,717,825 bus. oats, 3,600 bus. rye and 172,160 bus. barley; compared with 41,400 bus. wheat, 638,521 bus. corn, 1,432,275 bus. oats, 36,800 bus. rye and 261,820 bus. barley for March, 1914.—John R. Lofgren, Sec'y Board of Trade.

### IOWA.

Watkins, Ia., Apr. 14.—About 70% corn in farmers' hands compared with last year; movement will start middle of May.—L. O. Eaton, mgr. Watkins Grain Co.

Atlantic, Ia., Apr. 17.—Will be big movement of corn after farmers are thru planting; considerable grain in farmers' hands, 40% of corn which will be moved then; roads have been too bad all winter to haul.—G. H. Bunton.

### KANSAS.

Price sta. (Sabetha p. o.), Kan., Apr. 12.—Worst roads for past 6 weeks in north-east Kansas in history of oldest residents, consequently no grain moving.—M. J. Steiner.

### MISSOURI.

Bolivar, Mo., Apr. 22.—Only 10% of wheat left in farmers' hands. I will ship 2 more cars before new crops moves.—T. H. Jarman.

### OHIO.

New Carlisle, O., Apr. 21.—Have not handled much corn this year.—C. Mercer & Son.

Columbus, O., Apr. 1.—Farmers holding 12% wheat, compared with 14% last year; 8% corn remains unhusked in fields, compared with 5% last year.—Ohio Agricultural Com'n.

### TENNESSEE.

Chattanooga, Tenn., Apr. 12.—Enuf corn to last 4 or 5 months as crop was large last year; will not ship any in from west but there is a call for oats. The Thomasson-Morrison Grain Co. says that corn was good and will not want western corn until June or July; wheat demand limited as mills bot heavily last September and October.—S.

GOVERNMENT of Austria-Hungary reports good prospects for a banner crop this season.

No FURTHER WHEAT purchases will be made by the English government, the trade representing such purchases prevent the resumption of normal trading.

## Exports of Grain Heavy.

STEAMER QUEEN ADELAIDE has cleared at Galveston with a cargo of 278,400 bus. of wheat for Belgian relief.

STEAMSHIP WABANA has cleared at New Orleans, La., with a cargo of 265,000 bus. of wheat for Rotterdam.

GALVESTON has exported thus far during April 2,060,550 bus. of wheat, 12 steamships carrying the grain abroad.

UNITED STATES exported to France during the week ended April 17 1,080,000 bus. of wheat, 1,491,000 bus. of corn and 3,942,000 bus. of oats.

GRAIN EXPORTS from Portland, Me., during March, amounted to over 8,000,000 bus. This grain was shipped to England, Holland, Italy and Belgium.

G. T. KNUTZEN of Philadelphia, Pa., is planning to export grain from St. Paul, Minn., to Norway, via Mississippi River to New Orleans. Norway, he says, has the third largest fleet of merchant vessels in the world, and grain in that country is always in demand.

BELGIAN RELIEF steamer Strathallan, which cleared at Boston April 10 with a cargo of grain for Rotterdam, was illuminated with a large electric sign to prevent "accident" in the war zone. Besides 247,000 bus. of wheat the vessel carried 2,000 sacks of flour.

EXPORTERS of Portland, Ore., have instituted a campaign for more ships, pointing out the fact that practically every foreign country is in a position to purchase the wheat, oats and barley of that state since the opening of the Panama Canal. But before this business can be accepted the port must have sufficient ships to care for it.

THE AUSTRALIAN GOVERNMENT is sending its own ships for wheat, oats and barley to San Francisco, where parcel lots from Seattle are being assembled. The government will deliver to actual growers at cost. A total of 20,000 tons of coarse grains has already been shipped from San Francisco and approximately 500,000 bushels of wheat from Seattle.—H.

WE ARE well pleased with the Grain Dealers Journal.—Liberty Center Grain & Stock Co., Liberty Center, O.

## Complaint of Texas Dealers.

Texas grain dealers have filed a complaint with the Interstate Commerce Com'n against the recently filed tariffs of the Sante Fe and connecting lines which provide for deduction for natural shrinkage of 1/8 of 1% on wheat, flaxseed, oats, barley and rye, and 1/4 of 1% on corn. This allowance is to be made "where there are recognized state Board of Trade or Grain Exchange weights arrived at points of origin and at points of destination under usual form of agreement, also when under special agreement with the Western Weighing Ass'n."

The Texas dealers claim that the terms are unjust and unreasonable and would lead to the illegal deduction of amounts from claims for loss, and ask for a hearing and investigation, also the payment of reparation.

The grain dealers named as complainants are the Bewley Mills, Fort Worth; E. R. & D. C. Kolp, Fort Worth; Stegler Milling Co., Bonham; Palestine Grain Co., Palestine; South Texas Grain Co., Houston; S. F. Nelson, Winnsboro; H. J. Bradfish, Weatherford; Keel & Son, Gainesville; C. F. Withers & Son, Denton; Clement Grain Co., Waco, and the Lockney Grain Co., Lockney.



## Seeds

KANSAS CITY, KAN.—T. Lee Adams, seed dealer, died recently.

LINCOLN, NEB.—The E. S. Gunn Seed Co. has been formed by E. S. Gunn and E. A. Regler.

F. A. HOOD & Co., grain, feed and flour merchants of Nashville, Tenn., have added a seed department to their business.—S.

NASHVILLE, TENN.—Timothy, red top, and all of the grass seeds are in good demand at present.—J. A. Crutchfield.—S.

THE SAMPLE-CRAIG COMPANY has succeeded to the business of the Whittle Produce & Seed Co., Knoxville, Tenn.—S.

C. M. SHACKLETT, for nine years with the Cumberland Seed Co., Nashville, Tenn., is now connected with the seed dept of McKay, Reece & Co.

REPRESENTATIVE O'NEILL has introduced into the Minnesota legislature H. B. 320 providing for registration of seed grain contracts with the register of deeds.

NASHVILLE, TENN.—Peas are in good demand thruout the country districts, but not in the city. Prices have advanced on timothy and grass seeds.—Cumberland Seed Co.—S.

CEDAR RAPIDS, IA., April 13.—The seed trade has been brisk so far this season, and the acreage planted will be about the same as last year.—A. L. Sylvester, Hamilton Seed & Coal Co.

ATCHISON, KAN.—The seed season is three weeks late. Stocks of red clover are larger than usual and we have a correspondingly heavier demand for alfalfa seed.—Mangelsdorf Bros. Co.

JAMESTOWN, IND., Apr. 10.—Clover came thru winter in better condition than was anticipated; farmers have sowed grass seed liberally this spring.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

THE FOLLOWING COM'ITE has been appointed to arbitrate grass and clover seed questions at Milwaukee for the coming year: J. J. Crandall, John V. Lauer, Fred W. Kellogg, Walter C. Holstein and L. J. Keefe.

BROADVIEW SEED Co. has been incorporated at Broadview Mont., with capital stock of \$30,000, of which \$16,000 has been subscribed. The incorporators are Thomas S. Hunt, M. I. Warden and M. J. Kastenholz.

THE SUITS against the Montrose Elevator Co., Montrose, Mich., alleging that seed corn bot from that company did not mature as early as had been guaranteed, have been discontinued owing to the plaintiffs not being ready for trial.

KNOXVILLE, TENN.—Field peas showed weakness early in the season because of an apparent over supply, but now that this situation has been eliminated considerable strength has developed, and field peas have sold from \$2 to \$2.25 per bu. during the entire seeding season.—C. W. Henderson & Co.—S.

FT. SCOTT, KAN., April 19.—Less timothy and clover has been sown here than for a number of years, but the acreage of alfalfa is increased. We do not think the high price of grain will have much effect on the acreage in this section owing to the extremely bad weather during February and March. Grass seeding is practically over. Carry over stocks of seed will be heavier than for many years.—Mead Grain Co.

ALEXANDRIA, VA., April 19.—The season is about over here for clover, alsike and timothy, and a very limited stock will be carried over of either of these seeds. The market is almost cleaned up. This territory will see a good demand for millet on account of dry weather.—W. H. May & Son, Inc.

CHATTANOOGA, TENN., Apr. 12.—Tennessee German millet seed is strictly a Tennessee product. The western seed does not grow as high in this climate; western cane seed good in this part of country for hay but not satisfactory for sorghum. This is one of the largest cow pea sections of the country and supplies rest of the United States; grow heavily within a radius of 150 to 200 miles. Tennessee, Georgia and Alabama produce bulk of cow pea crop marketed. Large demand here for millet and cane seed, not so much for grass, clover, timothy, etc.—S.

### From the Seed Trade.

GALT, Mo., April 19.—The supply of clover, timothy and alsike appears to be sufficient for the demand, which is about normal in this territory. Cane is plentiful, but there appears to be a shortage of German millet. On account of the large amount of grass land that has been put in wheat and other crops, reducing the hay acreage, we would not be surprised to see an active demand for millet, with prices ruling firm.—D. H. Clark.

LINCOLN, NEB., April 17.—Clover acreage this season will be about normal. Timothy trade shows less acreage, but alfalfa trade is quite heavy, but too early to tell the correct acreage. Not much alsike is sown here. Very little clover or alfalfa will be carried over, but possibly some timothy. We have a heavy trade on blue grass and more has been sown this season than for the last 4 or 5 years. It is used largely for reseeding of pastures which have suffered in the last several years.—Griswold Seed Co.

TOLEDO, O., April 21.—The feature in clover seed is the increased demand for the cash article. This has resulted in a lively trade, not only in Toledo, but in outside points. The discount of cash under October has narrowed to a small margin. It was abnormally large early in the month. Shipments have been running at a very fair average for the latter part of April. Both receipts and shipments will probably be considerably under last year. The outlook for a new crop is generally favorable. We have heard some complaint that the weather has been too dry, resulting in a lack of subsoil moisture. Showers have been frequent, but no good soaking rains. From all indications the acreage is rather extensive. Some Indiana correspondents have written that the plant never looked better in that state.—Southworth & Co.

COLUMBUS, O.—The seed corn situation is favorable, both in quality and quantity. Extreme cold of early fall last year caused germination of two varieties, but those which are in the most standard demand were not affected. Sales are large on golden Surprise, Neller's Cattle Corn, True Yellow Leaming and Mammoth White Dent, the latter for ensilage purposes. Estimates place the acreage in central Ohio fully up to last year. A year ago corn suitable for planting in this section was scarce, owing to germination, but this year supply is apparently equal to all demands. Prices are \$2.75 for single bu. or \$2.60 per bu. in 5-bu. lots. There will be an increased planting

of feterita, and less of kafir corn, owing to the fact that the former is a more dependable crop in this part of the country.—Livingston Seed Co.—J.

TOLEDO, O.—We have had some high prices due to the theory that the war would cut off imports and make seed scarce. It was a false lead. Imports came just the same. They needed the money and found a way to get it to American shores. High price was \$11.87½ on Aug. 11. Today it's below \$8.00, and plenty of seed in sight. Future importations of seed from Europe are very uncertain. War, if continued all year, may prevent crops being harvested to any extent. That element is helping to make the price of the world's crop not likely to figure extensively for a long time, because nobody knows what will happen over there. Acreage in this country likely to be very large. Winter conditions were perfect. March was pretty dry in Ohio, Indiana, Illinois and Michigan, but rains latter part of week changed these conditions. Same thing happened a year ago.—J. F. Zahm & Co.

### Hearing on Cummins Amendment.

Interstate Commerce Com'n held a hearing at Washington April 10 to obtain testimony of railroads and shippers regarding the Cummins amendment to the rate law, which becomes effective June 3.

R. D. Scott, general attorney of the C. B. & Q. Ry., and O. E. Butterfield, chairman of a com'ite for the railroads north of the Ohio and east of the Mississippi Rivers, stated that while the carriers would not attempt to increase freight rates 10%, they believed some slight increase should be permitted in view of the increased liability taken on shipments under the new law.

Most of the shippers present testified that the only purpose of the Cummins amendment was to prohibit railroads from limiting their liability, and that the law provided no authority for advanced rates, or even for carriers to apply the maximum rate on all shipments under unlimited liability contracts.

Southern railroads openly announced that they intend to increase rates on freight 5% under the new law, claiming that they need the additional revenue. To this announcement representatives of southern shippers made strenuous objection. Many are now of the opinion that the unlimited liability provided in the Cummins law is intended solely for shipments of livestock. Thus it would be unjust for the carriers to throw any additional burden upon grain shippers, or concerns shipping other commodities than those upon which the liability applies.

Printed briefs of both the carriers and shippers will be filed within the next two weeks. One point brot out, and which will be embodied in the briefs, is that absolute insurance on any shipment may be obtained at considerably lower cost to the carriers than any proposed increase in rates would amount to.

It was decided to put into effect if possible the B/L prescribed by the law and then determine if injury to shippers would follow. The Interstate Commerce Com'n has suspended further public consideration of the law and will endeavor to make a ruling on the subject before June 3, the date on which the law becomes effective.

THE FIRST FULL CARGO of Manchurian corn ever received in this country has just arrived at Seattle in the Japanese steamer Hakushika. The cargo amounted to 5,000 tons.



## Western Grain Dealers Association at Omaha

The Western Grain Dealers Ass'n celebrated its 15th anniversary by holding its annual convention at the new Fontenelle Hotel, Omaha, Neb., April 16 and 17, the first session being called to order at 2:00 o'clock, Friday.

Pres. F. D. Milligan, Jefferson, Ia.: We come to order under the most favorable of circumstances, the weather, attendance and Omaha Grain Exchange all seeming to co-operate to make this a real convention.

F. S. Cowgill, pres. Omaha Grain Exchange: We are glad to have you here, and hope to entertain you in this new hotel, of which we are very proud. In the year 1914 we received at this market 50,000,000 bus. more of grain than we did in 1904, a good increase for the 10 years. We are fortunately situated in the center of the best agricultural country in the world, and being close to the shippers provide a home market. We are strictly a primary market, receiving no corn from other markets, but contributing largely to the receipts of Kansas City, Chicago, Minneapolis and St. Louis. It is my pleasure to extend to you a hearty welcome, and we trust your stay with us will be pleasant.

### President Milligan's Address.

We are glad to have this opportunity of coming to Omaha, and appreciate the hospitality so generously given. The officers and members of the Omaha Grain Exchange are entitled to much credit and consideration by the country grain shippers in this territory because of establishing one of the world's greatest primary markets on the spot which sixty years ago was a mere Indian trading post. The Exchange is recognized as one of the important grain organizations of this country.

Grain markets and grain trade organizations are necessary to accomplish efficient distribution of grain from the producers to consumers, and there is no line of business conducted with such high integrity as the grain business. Only those who are ignorant of the efficiency of the grain trade will promulgate the idea that the middlemen in the grain trade are unnecessary.

With all the hue and cry for the elimination of the middleman in the grain business, no one has been found who can prove him unnecessary. He is really just as necessary as any other man—the thresher, sheller, hired man who tills the crop or any other person engaged in the growing and marketing of the crop. He performs his function with efficiency. We all realize that the grain crops without being properly merchandised would have very little value, and the fluctuations be much more severe than they are now.

The rules and customs of the grain trade organizations are as judicial as are the federal and state statutes, or more so, because the grain trade, being composed of different interests, has viewpoints which demand equitable rules and regulations by every trade organization.

The Western Grain Dealers' Ass'n is organized to cover Iowa, South Dakota, northern Nebraska and southern Minnesota, but as yet we have not succeeded in securing membership to any great extent outside of Iowa. There is no reason why this ass'n cannot serve the grain dealers in northern Nebraska, South Dakota and southern Minnesota, as well as Iowa, along the broad lines of ass'n work, particularly in questions of transportation, terminal market conditions and legislation.

It costs money to conduct a grain trade organization efficiently, and it required a considerable portion of the time and energy of the Sec'y and officers of the ass'n in building and maintaining the organization.

I believe every grain dealer, whether he is a terminal market dealer or country grain shipper, should contribute to the moral and financial support of grain trade organizations, because the individual alone could never accomplish changes that might

be desired in transportation, terminal markets and legislation. This work must necessarily be done by organization.

As we are able to enlarge our ass'n, we develop new ability among our members and find broad and liberal minded men willing to cope with the problems, which are many and varied.

We have had trouble to interest many country dealers. Being a country dealer myself, I know the problems that come to us and how difficult it is for individuals to cope with them.

The ass'n is formed and constituted in such a way as to assist us, and open every avenue of information. The fund of information and the resources at the command of our ass'n speak volumes for the ability and faithfulness of our Sec'y.

I want to impress on you that to our Sec'y's ability and faithfulness the success of the legislative and other broad matters mentioned in his report are largely due, and the account of them justly belongs to him. As an officer of this body I have found him broad-minded to the last degree and willing to concede that all grain men's interests are identical, and laboring for the best interests of the trade in general, but our members in particular.

### Secretary Wells' Report.

This is the fifteenth anniversary of this Ass'n, and the work during the past year is covered under the general subjects given in this report. I have had an opportunity to observe the evolution of conditions that has occurred in the grain trade during the past 15 years.

Fifteen years ago the grain trade was not seriously subjected to regulation by law, and it was not considered necessary to give particular attention to our legal rights.

During latter years there have been enacted federal and state laws that necessitate careful consideration in the conduct of Ass'n work in order that we may not be considered as operating in restraint of trade. The work of the Ass'n has become of larger importance in dealing with the broader questions that are recognized as legitimate and for general good.

Membership: The mortality of membership during these fifteen years inspires a sad reflection, as a large percentage of the charter members of this Ass'n have either retired from the grain business or have passed to the great beyond.

Our membership at this time numbers 391, operating a total of 520 elevators, as compared with 386 members, operating 530 elevators one year ago.

The mortality of membership during the past year has been large. We have received many new members. It requires persistent work and considerable expense to keep up the membership, and, as will be shown by the Treasurer's report, the funds received from application fees and dues do not give us any surplus for emergencies. I am sure we could spend several hundred dollars a year, if we had it, in such a way as to be of advantage to the membership.

The members of this Ass'n have not been called upon to a great extent to assist in getting new members, and I am inclined to think the average member does not feel this is his duty. I would suggest that the burden of obtaining new members hereafter be placed upon the membership, and that a standing committee be appointed by the President.

Insurance: The fire insurance dept of this Ass'n, incorporated under the name of the Western Grain Dealers Mutual Fire Insurance Ass'n, had insurance in force January 1st, 1915, \$2,602,714.20; cash on hand, \$32,308.44; total net ledger assets, \$33,680.13. Our fire loss record since the first of January has continued favorable, although the fire loss record for the calendar year ending January 1st, 1915, was comparatively heavy, being \$16,934.76.

When the insurance ass'n was first organized we paid dividends at 25%, later increased to 30%, and are now returning to policy holders 33 1/3%. We have accumulated considerable net surplus on that basis and now, having had an experience of eight years, feel satisfied that we have established our average cost.

The membership will appreciate the advantage that accrues to them in using their influence to have insurance written by us, as an increased volume of insurance writ-

ten will not materially increase our expense account and will reduce the expense ratio and likewise the net cost of insurance.

Scale Inspection: During the past year our scale expert, E. J. Nolan, has inspected and repaired over 1,000 scales, 143 of which were found to be weighing incorrectly, 15 reported as unfit for use, while most of the other scales were found to be slightly out of condition.

This demonstrates the benefit of scale inspection.

The states of Minnesota, South Dakota and Nebraska have adopted state scale inspection. Iowa passed a law two years ago that provided for such inspection, the charge for which was \$5.00 for each wagon scale, giving the state the privilege of making two inspections a year, thereby imposing a tax of \$10.00 per annum on each scale.

We had an understanding at the time with the dairy and food com's'ner under whose jurisdiction the weights and measures law is enforced, that he would not undertake the inspection of elevator scales. We have been allowed to continue our scale inspection in Iowa up to this time.

The Iowa weights and measures law being under consideration by the present legislature, we found there was a disposition to carry out the provisions of the law and inspect all wagon scales. The matter was considered by the executive com'te of the Ass'n, and it was finally decided to give up our scale inspection work if the law could be amended, changing the inspection fee from \$5.00 to \$3.00 for wagon scales and the scale inspector be allowed to do ordinary repairing the same as heretofore done by us.

The bills amending the weights and measures law and making appropriations necessary thereunder have been favorably reported, and will no doubt be enacted before adjournment of the legislature; so scale inspection will hereafter be done in Iowa under the dairy and food com's'n in charge of E. W. Van Duyn.

Legal Dep't: Acting in accordance with the resolution adopted at our last annual convention, the Board of Directors retained Clifford V. Cox of Des Moines as an attorney at \$400 per annum, one-half of which is paid by the Western Grain Dealers Mutual Fire Insurance Ass'n, and the dues were increased \$1 per annum to cover the expense of maintaining this Dep't.

Mr. Cox has rendered several legal opinions during the year, among which are the following:

(1) The validity of an oral contract for the purchase or sale of grain.

(2) The validity of the conditions limiting the liability of a telegraf company as printed on the back of the ordinary telegraf blank.

(3) The liability of a carrier for loss of grain in transit caused by shipper overloading the car and also the liability of carrier for loss of grain in transit by leakage through the car doors because of improper cooping by the shipper.

(4) The Iowa weights and measures law providing 70 lbs. ear corn and 32 lbs. of oats per bushel, etc.

(5) As to whether or not interest is collectible on claims filed against railroad company for damages occasioned by delay in delivery of grain, etc.

(6) As to the relations between shipper and commission merchant.

Mr. Cox has been very liberal in consultations regarding various questions submitted by our members that did not require a written legal opinion, and he has also served a number of the members directly, making very reasonable charges for such service.

We have thoroughly demonstrated the practicability of employing an attorney during the past year, and our members will find it to their advantage to employ Mr. Cox in matters relating to transportation and the grain business, inasmuch as he is giving special attention to that line of work.

Arbitration: No requests for arbitration were made by our members for several years, until this year. The wide fluctuations that have occurred during the year have placed a severe test on the moral responsibility, and in two or three instances our members have failed to consider their obligation to a contract, or have refused to accept arbitration.

Herman Frerichs & Co., Remsen, Iowa, were suspended by the directors of this ass'n because of refusal to arbitrate a question of alleged defaulted contract at the request of W. M. Bell & Co., Milwaukee, Wis., and we have two other cases pending.

This ass'n was one of the first grain trade organizations to establish the idea of arbitration, and for several years the



arbitration com'te did considerable work, and the decisions of that com'te have been regarded as legal authority on the questions involved.

**Information and Publicity:** A large part of the work of the Sec'y consists of correspondence with individual members regarding their particular matters. There has never been any restriction as to what work should be done by the Sec'y along these lines. He has endeavored to obtain and give information on every question submitted so far as possible.

It is also a part of the work of the Ass'n to give publicity to general matters of interest to the trade. I trust our work is appreciated, as it is impossible to make a showing in this report of the amount of that work done.

**Local Conditions:** I believe the Ass'n should give particular attention to local conditions, especially (1) the cost of operating a country elevator, (2) the proper and most practical construction of country elevators, (3) the reduction of fire hazards and likewise insurance cost, (4) installation of scales and proper methods of weighing, (5) efficient handling and grading of grain. Local meetings would be beneficial for the purpose of discussing these subjects.

**Transportation:** We have frequent inquiry as to rental charges for elevator sites by railroad companies. The 35th general assembly of Iowa two years ago passed a bill presented by this Ass'n for an act relating to elevator leases that provides in part as follows:

"That whenever a disagreement arises between the owner of an elevator, etc., situated on railroad right of way or on land owned or controlled by a railroad company and such railroad company as to the terms and conditions on which the same is to be continued thereon or removed therefrom or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, etc., and such railway company and said applicant as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railroad company or as to the character of buildings to be erected and placed thereon, etc., or as to the terms and conditions under which the same may be so placed or operated, then and in every such event on written application to the Board of Railroad Commissioners by such railway company, person, firm or corporation, the said Board of Railroad Commissioners shall have authority and it is hereby made their duty as speedily as possible after the filing of such application, to hear and determine such controversy and make such order in reference thereto as shall be just and right between the parties under all the facts in the case, which order shall be enforced the same as other orders of said Commission."

Notwithstanding these complaints, there has not as yet been such a complaint referred to the Iowa Board of Railroad Commissioners.

During the past year there has been considerable complaint as to the physical condition of cars. Some of the railroads, however, are disposed to provide material for lining cars and I have no doubt but what the carriers would be willing to provide such lining material if shippers will cooperate with them in the proper use of it.

The question of claims for loss in transit has been continually before the Ass'n, and conferences have been held between the Advisory Com'te of sec'ies of the different state ass'ns and a com'te representing jointly the Freight Claim Agents' Ass'n and the Railroad Managers' Ass'n, with the view of encouraging shippers to equip themselves with better weighing facilities and also to encourage the carriers to provide better equipment. We are holding strictly to the idea that the carriers are liable for loss of grain in transit and that the weights at shipping point and destination should stand as showing such loss regardless of the train records as to leaks and repairs in transit. We are, however, inclined to concede that the weights at shipping point and destination should be obtained in an efficient manner that is not subject to error, and shippers should assume the responsibility of providing such weights and so far as possible prove the accuracy of the weights.

This ass'n has never established a freight claim collection bureau, but your sec'y has encouraged shippers to send the papers covering refused claims to him for examination, and if considered to have merit refile same and insist on payment. In nearly every instance where we have considered the claim as having merit and have filed it, we have succeeded in obtaining settlement.

It would be impossible for your sec'y to personally handle any great number of freight claims, and if we should undertake to establish a freight claim collection bureau, it would necessitate additional help that we do not have the funds to pay for. I question whether we would accomplish much more than we are doing at present in handling refused claims.

The general claim agents are now paying all claims for loss in transit where there is a bad order condition of car in evidence, but seem to refuse claims where there is no bad order condition in evidence. I might say, however, that one or two of the claim dep'ts have paid several claims through my office where the weights were proven to be accurate and where there was no bad order condition of car in evidence. It is my opinion that if shippers would install good shipping scales and establish a record for accurate weighing, the claim dep't would be much more inclined to pay loss in transit claims.

**Telegraf and Telephone:** We have occasionally received complaints of damage because of delay in transmission of telegraf messages, and the telegraf companies have seemed disposed to deny their liability because of the terms printed on the back of their blanks.

We have recently collected a claim from the Western Union Telegraf Co. based on an opinion given by our attorney, and I would suggest that our members give particular attention to the question of delayed messages.

**Terminal Markets:** During the past year the Kansas City Board of Trade have amended their reinspection rule to read in part as follows:

"Purchasers of commodities sold in carlots upon the open Board during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade, and a purchaser of commodities bought of members may have the cars tendered as a delivery upon such contracts sampled by an official sampler.

If such sample shall appear to the purchaser to be of an inferior quality to that of the grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock p. m. of the second succeeding business day and the purchase shall be adjusted as provided hereinafter, but if the rejection is not so made the purchase shall be construed to be agreed to by both parties and be final, provided always, etc."

This amendment simply strikes out the words, "unless otherwise agreed," and thus eliminates the privilege under the old rule of making special contracts.

There is a lack of uniformity in regard to reinspection rules of the different terminal markets, and shippers should understand the terms of the different markets in this respect.

Several cases have recently come to my attention indicating that grain sold to arrive, at Chicago, is reinspected on arrival at the elevator, not by the State Grain Inspection Dep't, but by the Chicago Board of Trade sampler and rejected or discounted on the basis of the reinspection thus taken.

A complaint has been filed with the Ass'n covering this question and I am preparing the case for arbitration. This particular car was billed from an Iowa station August 1st, arriving in Chicago August 6th, graded No. 2 hard wheat and was applied on the contract. But it was not delivered to the elevator until August 19th when it was re-inspected by the Board of Trade sampler, graded sample grade and discounted 5½¢ per bushel.

The Chicago Board of Trade rule is: "Whenever grain or mill feed is sold by sample the purchaser must accept or reject such grain or mill feed by 11 o'clock A. M. of the business day next succeeding the day of purchase, etc."

We are unable to understand how the buyer in Chicago is entitled to a discount on a re-inspection by a Board of Trade sampler when the grain is sold Chicago terms, which should require state inspection.

It is customary in buying grain to arrive for the surplus over and above the quantity sold to be applied at the market price day of unloading. There have been several instances reported where the unloading of cars has been delayed an unreasonable length of time, and because of that delay the shipper suffered a decline in the market value on the surplus. In some cases this delay was caused by the inability of the buyer to unload and the question has arisen as to whether or not the shipper should not receive the market value on the day that the grain should have been unloaded.

Another question that has arisen, which seems to be fundamental, is when the title to grain passes from the seller to the buyer

in the terminal markets. The different grain exchanges and boards of trade seem to have different rules relating to this matter, and it is admitted that there is considerable dispute regarding the exact time when title passes with reference to delivery of carloads of grain.

The Chicago Board of Trade last year on request by this Ass'n passed what is known as the "car lot delivery rule," which is to the effect that grain in cars, including that graded "subject to approval," shall be deemed a valid tender on contracts during the last three business days of any month subject to certain requirements. This rule is intended to prevent "corners" on the closing day of a contract month.

At a meeting of the Advisory Com'te of the Grain Dealers' National Ass'n, held at Chicago, Nov. 13th, 1914, a motion carried that a recommendation be made to the Board of Directors of the Chicago Board of Trade that they be requested to arrange to perform through its Weighing Dep't the special service of making a physical inspection of each and every car of grain on arrival within the switching limits of Chicago and that the service thus performed by the Board of Trade Dep't also include report as to physical condition, seal record and other features of each car and that such fees be charged as may be necessary to cover the expense not to exceed 25¢ per car.

In considering the matter the Directors of the Board of Trade called a conference of shippers and representatives of grain dealers' ass'ns and the matter was thoroughly discussed, the general sentiment being in favor of such physical examination and reports, but the Board of Trade Com'te desired to hear officially from the different grain dealers' ass'ns tributary to Chicago market before taking steps toward the establishment of such inspection.

I understand that nearly all of the ass'ns have adopted resolutions favorable to the recommendation of the Advisory Com'te and I would suggest that a resolution relating to this matter be considered by this convention.

I wish to say in justice to the different Grain Exchanges and Boards of Trade that their officers have always given this Ass'n courteous consideration in regard to any request that we have ever made with reference to their rules, regulations and customs and that we have always found them to be honorable and fair in discussing these questions from their viewpoint even though we could not always agree.

**State Legislation:** We have not given particular attention to state legislation except in Iowa. We have been active in securing the passage of the amendment to the weights and measures law relating to scale inspection and a public warehouse bill was offered during the last days by Senator Kimball of Council Bluffs who stated that he did not expect to urge its passage during this session. This bill, in my opinion, is impracticable and should not pass. It would establish state supervision of weighing and inspection, which would complicate terminal market conditions, particularly at Omaha and Council Bluffs, so that the same difficulties would arise that now exist at Kansas City and St. Louis, where the grain inspection and weighing is supervised by two states, and at Kansas City by the Board of Trade inspection additionally.

In reading the treasurer's report, Mr. Wells called attention to receipts, from the scale dep't, of \$1,648, which helped to swell the general receipts from all sources to \$6,166.73. Cash on hand at the beginning of the year amounted to \$199.71, making a total of \$6,366.44. Disbursements amounted to \$6,205.56, leaving a cash balance in the treasury of \$160.88.

The Com'te on Resolutions, appointed following the reading of the Treasurer's report, was made up of J. A. King, Nevada, E. A. Fields, Sioux City, and M. E. De Wolf, Spencer, Ia.

Nominating Com'te consisted of J. A. Tiedeman, Sioux City, A. Moorehouse, Glidden, S. E. Squires, Des Moines, P. J. Harvey, Gowrie, L. W. Larson, Rolfe, Ia.

Pres. Milligan: Com'tes on a number of other important matters will be appointed a little later in the year. We have much ability among the membership which has not been made use of. When these com'tes are appointed they should



feel that they have certain responsibilities resting upon them, and the duties for which they are appointed should be properly performed. Mr. Wells complains that members do not come forward with suggestions and material for the betterment of the ass'n, or with ideas to work out for its general good. He is seeking your assistance. The new com'ites will cover transportation, terminal markets, legal difficulties, etc.

## The National Ass'n.

Lee G. Metcalf, pres., Grain Dealers' Nat'l Ass'n, Illiopolis, Ill.: It requires two factors to make a success of a meeting of this kind. First we must have someone to furnish the "hot air," and second, we must have an audience which is forebearing. If you are willing to listen to me I will furnish the former.

I have not met many of the Western Ass'n members, but I have known Mr. Wells for some time, and have found him an energetic man, standing always for what he believes is right and of benefit to his membership. I compliment you upon having such an efficient sec'y.

It is with un concealed pleasure that I will talk to you about the National Ass'n, and incidentally of a few problems that confront the grain trade. I am willing to assume personal responsibility for the latter, as the discussion and criticisms of the problems are purely the result of my own thought.

This is an age of co-operation. In every line of business and activity the spirit of concurrent effort is pronounced. We are usually too eager to accept co-operation as indicative of a fraternal spirit, a movement always helpful, encouraging and useful, but such is not true. We find men co-operating in many ways for the attainment of selfish purposes, often inimical to public welfare.

We must differentiate between co-operation of individuals for the dual purpose of rendering mutual service to themselves and to the public as compared with any co-operative body whose sole purpose is to satisfy greed at the expense of the general public. Disregarding entirely the latter interests, such bodies or ass'ns of men have entirely ignored the tenets of fraternalism, and in fact have considered them exotic and extraneous to their purposes.

We know that the grain dealers ass'ns, both state and national, are operated along commendable business lines. And we conclude that the fundamental, basic principle of co-operation, as applied to such societies as the grain dealers ass'ns, implies a careful consideration for the public needs and the rights of its individual membership.

When I realize the tremendous volume of business transacted by the grain men of this country I am appalled with the mighty responsibilities that we occupy in the commercial world, and when we think of the chaotic condition that has obtained in business channels for the past few months, and fully appreciate the honest attitude and conduct of the grain men, I am proud to be one of you. But if you are to retain

the confidence and trust of the public you must continue to inject into your business the great principles of truth and right.

No business can be successful or no ass'n can discharge its full duty without a careful, judicious consideration of the rights of others.

The old theory that any person had the moral right to enter into business is being rapidly exploded and is now considered inconsistent and unsound. It is generally conceded that individuals or concerns have no moral right to enter upon a field of business where there are already sufficient facilities to serve the public and to serve it well in that line. Of course this statement is predicated upon the fact that the already established business concerns who are engaged in any enterprise serving the public must give good service to it, and at a reasonable consideration of profit.

This proposition has become so pronounced in Illinois that the Public Utility Com'n of that state recently held that an ass'n of individuals organized to establish a public service could not be licensed until they had shown that there was not only a public demand but a need for such service, or that the institution already rendering this service was charging unreasonable rates. It was impossible for the proposed institution to satisfy the Public Utility Com'n that either was the case, and the Com'n, acting upon the broad, comprehensive plane of defending and protecting public rights, refused a license to the ass'n applying for it. I relate this matter to show how comprehensively these things are being considered.

The rights and benefits to the public must always be considered of prior importance to the rights of the individual, and it is reasonable to suppose that competition under such circumstances could not survive, and, if it did survive, the term "competition" would, under its common acceptance, be a misnomer.

When the Public Utility Com'n of the State of Illinois took this very advanced step, a position in full accord with the Public Utility Law of the State, it had weighed very carefully the future relationship of an overcrowded condition of facilities to the future interests of the public. In this I think the Commission took a very sound position, inasmuch as we can all realize that to safeguard the future interests of the public such a condition of affairs must be detrimental for the reason that too many facilities must of necessity, if they continue to exist, entail on their patrons an additional and useless expense, and if they are not perpetuated, it would seem to be a needless destruction of property value, in that the depreciation of those facilities would represent an amount of capital useless to any one, and of such a nature as it could not be utilized, resulting in, in effect, a destruction of property. It has also been suggested that such superfluous facilities, undesirable as they must be, naturally gravitate towards undesirable, unbusinesslike people, who, if they maintain separate operation are susceptible of influences that do not have a tendency towards legitimate, honest business, thus increasing hazards and greatly multiplying dangers.

Of course you will understand that the Commission's holding on this subject made an application of the Public Utilities Act to Public Service Corporations only, but the precedent established, if held sound by the Supreme Court where it is now pending, will be a potent factor that must be incorporated in future business exploration.

The National Ass'n undertakes to handle matters of an Inter-state and National type, and it is not its policy to interfere in positively defined grain matters of a purely state character. The National Ass'n stands ready to assist the State organizations in any laudable effort to safeguard the interests of the grain trade at large. The objects and purposes of the National Ass'n are similar to those of the state organization in that it tries to promote uniformity in the customs and usages; implant principles of justice, fairness and honor in the trade; to amicably and intelligently settle trade differences between its members by having them submit their misunderstandings to an impartial and competent tribunal of their peers, and to create and foster a strong, pronounced fraternal feeling among the grain men of the United States, with the final objective of making them not only broader, bigger, better grain men, but better and more loyal citizens.

In speaking of membership, I insist that your primary duty is to hold a membership in your state organization. Now if the membership is not as large as it should be there is obviously not a full appreciation of what this Ass'n is doing. If the non-member is advised of the necessity and usefulness of the Ass'n he is permitting his fellow grain dealer to carry the burden while he partakes selfishly of the benefits made possible by the ass'n.

In the twenty-five years I have been in the grain business I have witnessed many improvements. Elevator property in Illinois has increased fully 100%. There has been a gradual discarding of undesirable features and undesirable dealers. This because we have had a state organization acting as a medium where wholesome policies were fostered and concerted endeavors made possible and effective.

I am informed of the splendid work your Ass'n is doing. If there are any non-members here today I importune you to identify yourselves with this splendid body of men in that this society may have the benefit of your council and advice, and that you may have the conscious feeling that you are not the recipients of benefits made possible by the efforts and at the expense of your brother grain dealer.

Among the dealers in this section are many good men eligible to membership in both ass'ns, and the National Ass'n needs you. It needs every direct member it can secure, for in numbers there is strength and power.

The constitution of the National Ass'n provides for three distinct classes of membership, direct, associate, and affiliated members.

The National Ass'n has done big things for the grain trade of the United States. Perhaps the most useful thing it is doing is to take care of national legislation. The past six months have been of particular interest and concern in national legislative



Guests of the Omaha Grain Exchange at Omaha, April 16-17, 1915.



affairs. Our legislative com'ite went to Washington and attempted to have the Moss supervision bill and the Pomerene B/L measures enacted into laws. Had it not been for the confusion and time devoted by Congress to the tremendous amount of appropriation and administration measures we would have succeeded in having both of these bills enacted into laws. As it is we are in a favorable position to present them at the next session of Congress with the most sanguine expectation that they be passed. The com'ite has also spent much time in using its influence to combat subtle and insidious legislation that would strike at the very foundation principles and usages in the grain trade.

The National organization undertakes to correct a great many abuses of an interstate and national character. This organization is a big institution doing big things, with industrious and competent men on its committees, who are actuated by sincere motives, and who devote their time, their brains and their physical energies without remuneration to the onerous duties of advancing its purposes and protecting its interests. I believe there is not an organization in the country where the membership is more devoted to the cause it espouses.

### Nebraska's Warehouse Law.

Attorney Edw. P. Smith of Omaha, who has made a successful fight in the Nebraska legislature for a fair warehouse law, was the next speaker.

Edw. P. Smith, Omaha: It is not my intention to discuss the advisability of warehouse legislation, as I am not a politician. I will discuss it simply from the standpoint of what we believed a public warehouse law should be. We have now gone thru it in Nebraska and our legislature has enacted such a law. It is a valuable and a workable warehouse law. The Omaha Grain Exchange took an active part in its being put on the books, appointing a com'ite to study the laws of surrounding states before preparing and introducing a bill into the legislature for Nebraska. The ideas thus gathered are embodied in the present law. One of the evils to every business is having too many statutes on the books that are dead letters. A public warehouse law which is not operative might just as well be off the books.

The question arose, "Should every elevator, by the terms of law, be made a public warehouse?" We did not think that should be the case. If a man has invested from \$10,000 to \$20,000 in an elevator to merchandise grain it is no more within the power of the legislature to compel him to make a warehouse of it than to turn an ordinary store into a public warehouse. It is unfair to the man who has erected a country house to compel him to set aside even a portion of it as a public warehouse, and therefore we opposed any such provision in the bill. The legislature also adopted that view and leaves it now to a man's discretion as to whether he shall make it a warehouse.

**Storage charges:** If a man chooses to enter the warehouse business should the charges be made on a sliding scale? That was another important matter which came up. We believed if an elevator was to be a public warehouse every one of them should be treated alike in the matter of prices, or charges, on the same principle as all railroads charging the same rate per mile for transportation. The schedule of charges must be fixed by the law, and it shall be a violation of the law to charge more or less. No warehouse should be permitted to show favoritism. Another measure considered was whether or not these warehouses should be under the control of the state, and it was finally thought advisable to place them under the jurisdiction of the state railway com's'n.

**The four agencies** which must be considered in the enactment of a workable law are as follows: First, the farmer; the law must be advantageous to him. Second, the country elevator as distinguished from a terminal house. Third, the terminal elevator men, and fourth, the banks, both in the country and in the larger and terminal market cities.

The farmer who has grain stored must have in his possession something which will represent money for him. If the public warehouse in which his grain is stored is not so conducted that its certificate is regarded as the best of security by the banks, then the law is not a good warehouse law. We believe, therefore, that while reputation goes a long way, the man who conducts a warehouse should put up a bond. Others believe he should not. But

there are pending in the Nebraska courts today six bankruptcy cases where grain has been stored without a bond, later sold, and the money used for various purposes other than were right. For that reason a bond is important, the amount of which is governed by the Com's'n.

It is vitally important that the amount of grain received by a public warehouse, and for which certificates are outstanding, must at all times be in storage. Besides the bond, a workable law should compel a man who receives grain for such purposes, to have in store the amount of grain represented by his outstanding certificates or receipts. The farmer is then protected; he can get his grain at any time. The grain man may stipulate that delivery shall be made either at the receiving point or a terminal market, the farmer obtaining it when and where he will.

The charges which can be collected by the country elevator for this service exceed those which may be charged by the terminal house. The man who gathers this grain in wagon load lots is put to greater expense than the man who receives by the carload. The country elevator shall charge 2c per bushel for the first 15 days and 1c per bushel per month thereafter. The terminal house shall charge only 1c for the first 15 days, and they must at all times have in storage an amount of grain equal to the outstanding receipts. Much trouble has been caused by the lax methods of issuing and taking up storage receipts, and most states have tried to provide against the evil. But we have especially provided that receipts shall be issued immediately upon receipt of the grain and in no event shall the grain ever be removed without the return of the certificate with proper endorsement upon the back.

**Every line house agent** should not be permitted to sign these receipts. The company should file with the com's'n a list of the persons authorized to sign or endorse them and the signature of no one else should be honored. This is essential for the protection of the public and the warehouseman.

If these receipts are not as good as a government bond the law has accomplished nothing. The farmer should be able to house his grain until the market is advantageous to him, but in the meantime he should be able to borrow money on his receipts should he need it. In other words his receipts should be just as good as cash, each receipt carrying with it everything shown on its face. When it can be made negotiable you will have a warehouse receipt worth 100c on the dollar, facilitating credit on the part of the farmer, the warehouseman, the terminal elevator and the bankers. When the receipts are made negotiable you will have a well regulated warehouse law. Such is our Nebraska law, but in Iowa, by profiting by our experience you can obtain a law which will be even better.

The afternoon session was to have adjourned immediately following the address of Mr. Smith, but the interest of the many Iowa shippers present was aroused and for an hour Mr. Smith was answering a rapid fire of questions. One of the points brot out was, who shall pay the freight when the farmer stores the grain at one town and it is returned to him at one of the terminal markets? Mr. Smith's reply was: "That matter should be understood by both the farmer and the warehouseman at the time the grain is stored. If the farmer stores his grain at a country station and orders it returned to him at Omaha or another terminal market, he naturally pays the freight. The grain is his property and he does with it as he will, therefore any expense connected with its transfer must be charged to him.

### Entertainment.

Following the afternoon session the Omaha Grain Exchange invited the members present to participate in an automobile ride and sight seeing tour around the city. Sixty automobiles were provided for the occasion and 1½ hours were spent in traveling about the city boulevards and pretty parks. This part of the entertainment was in charge of J. H. Wright, Jr., and J. W. Redick.

Returning from the automobile ride the visiting members were given time to shake off the dust and then requested to report "present" at the banquet and cabaret, this also being provided by the Exchange. Each company in the city had one or more representatives on the com'ite which provided the evening's entertainment, and the united efforts of the 46 men on the com'ite will long be remembered by the visitors. The success of the evening meant considerable to the Entertainment Com'ite because the talent on the program was exclusively local to Omaha. The first number was the Elks Glee Club and quartette, followed by various dancing and singing numbers. The hits of the evening, however, occurred between the regular scheduled numbers, when cabaret singers, parading the aisles, would entertain the crowd at the expense and humiliation of a few. At least one of "the few" is to be congratulated upon still being able to take on a deep red hue on certain occasions. S. P. Mason acted as master of ceremonies and was assisted by C. D. Sturtevant and F. P. Manchester. An elaborate meal was served, but not one of the many courses included the "Demon" in any form.

### Saturday Morning Session.

At the opening of the Saturday morning session Sec'y Wells registered a good-natured kick on the work he had been called upon to do in the last 15 years, feeling that if too much is undertaken it may result in none of the work receiving the consideration which it merits.

Sec'y Wells: I believe it would be well to appoint com'ites to take the responsibility of various matters which are really not a part of the sec'y's duties. In the past I have been trying to do justice to the subjects of transportation, terminal markets, legal matters, etc., besides the duties of the sec'y, because com'ites cost money. The service of 4 to 5 com'ites in the course of a year would cost the ass'n about \$500. I am getting along in years and will tell you candidly that I am going to let up. If there is no other way for me to let up I will have to quit, but I hope to stay on the job. I don't care to be placed in the position, however, of assuming all of this responsibility any longer.

Shippers of Iowa have recently complained of shipments made to Kansas City, Atchison, and other markets, saying that it had been represented to them that the rate would be the sum of the two state local rates. But when shipments were made it has been found the railroads wanted to apply the interstate, or higher rate. Kansas City firms have refused to pay this higher rate on much of the grain so shipped and have filed a complaint with the railroad companies asking for a hearing before the Interstate Commerce Com's'n.

If the ruling upholds the railroads in the interstate rate then the Iowa dealers who have shipped may be called upon to pay the larger amount. I have talked with Judge Henderson on the subject and he says it is the attitude of the Com's'n to believe the shipments are interstate depending entirely upon the intent of the shipper. It was believed that in making shipments of that kind the interstate rate could be avoided by paying to Des Moines, taking up the bill and making a new billing to Kansas City, establishing a local billing and a lower rate. But that would apply only if the business was handled thru markets of distribution like Omaha, etc., as if shipped thru a local small point it would be evident that the



shipment was intended for a thru shipment and the billing would stand as an interstate shipment. If anyone has had experience in this matter we would be glad to be enlightened.

Several responses were offered, all showing that tariffs have been filed by the railroads making the sum of the locals the interstate rate regardless of origin or destination.

To this Sec'y Wells advised the use of great caution without first obtaining good legal advice. For Omaha shipments he advised the paying of the local rate into Council Bluffs, with an absolutely new billing into Omaha.

Sec'y Wells: In Iowa we have a commerce council whose duty it is to represent shippers in these matters. If any dealers wish to ask questions pertaining to rates I will take the matter up there, getting the judge's opinion.

**REINSPECTION AT CHICAGO** of grain sold to arrive should be discussed. For instance grain might pass thru the hands of two or more buyers, until at Chicago it passes thru the hands of the receiver as a track purchase before it is sold to the elevator, the original shipment being sold on Chicago terms. Settlement may be made on a re-sample and is possibly discounted, the re-sampling being done by a Board of Trade sampler. It becomes a matter of private settlement between the last buyer and the seller. The point is that this settlement between the last buyer and final purchaser is passed down the line to the original seller as Chicago terms. Is that Chicago terms? Is the original shipper obliged to accept that as a settlement when the sale is on the basis of Chicago terms, weights, and inspection? The Chicago Board of Trade has a private sampling dep't and it is on the sample of that dep't that final discount is made between the last seller and the final buyer. Should the original shipper have to accept that discount, if there is a discount?

In the case in mind 10,000 bus. of wheat were sold and all graded No. 2 hard on original inspection. The grain was all shipped out of the same elevator in August. The Board of Trade rule gives the buyer the right to call for a re-inspection, but no such re-inspection was asked for and the shipment went on up to the final buyer. At that point one end of one of the cars was found to be hot. The whole carload was unloaded as sample grade. If the other cars graded No. 2 hard it seems

peculiar that this one should be discounted.

While not admitted, I am satisfied that that is a practice to some extent at least, but should the shipper be compelled to accept that settlement? It has been suggested that the matter be arbitrated.

As a reply to the Sec'y's question it was brot out that if, after the first inspection the buyer failed to take advantage of the rule and facilities afforded for re-sampling he lost his opportunity to come back on the shipper for a settlement when the car was finally unloaded.

Mr. Rothschild of Atlantic, Ia., stated that any such transaction would have to stand on the original contract, and the terms provided in that contract, regardless of whether it passed thru a thousand hands before unloading. The point Sec'y Wells was getting at was that the heating did not occur until after the original inspection had been made, and the condition of the wheat was not known until the car was ready for unloading.

## WHEN DOES TITLE PASS?

Sec'y Wells: When does the title to ownership of a car of grain consigned to the terminal market pass from the shipper to the buyer? The country shipper consigns a car of grain and draws a draft for the full amount. To find out just where the title of ownership passes I have written the sec'y of the different markets for information, and there is quite a difference of opinion. At Chicago they have a custodian dep't which has to do with the ownership of that grain.

In replying to that intricate problem those present were of many opinions. One receiver believed that as long as the com's'n merchant was liable to the shipper for the full amount of the grain he was liable for that grain until it was sold and paid for, being the "legal" agent of the shipper. Should the com's'n merchant fail he was still legally liable for that consignment of grain. Others were found to agree with this view except that they did not believe the com's'n merchant was legally liable. The grain was consigned to the com's'n house and it was up to them to do the best they could with it, but beyond that they were not liable. Naturally the better care they gave the grain the more consignments they would receive.

H. A. Foss, Chief Weighmaster at Chicago, was called upon to explain the operation of the custodian system at that city. He said:

THE CUSTODIAN DEPT at Chicago is a matter of evolution, devised you might say as a method of doing business on some other man's money. Members of our weighing dep't are under bonds of from \$5,000 to \$40,000, but while that does not make a man honest from a banking standpoint it serves our purpose. Regardless of bonds, we have to have efficient men. On the arrival of a car at Chicago it is weighed at the elevator by weighing dep't employes, a weight certificate is issued for it, and at the same time a custodian certificate.

The weight certificate is delivered to the elevator employe and the company then knows that the car is unloaded. The B/L is then brot to the custodian dep't as identification of ownership of the car after which we turn over the slip for the grain. The weight certificate is handed the buyer with the bill. The rules say that when paid for, if the seller demands it, he must furnish a certified check as protection in strenuous times. The custodian dep't holds title to the grain until it is paid for.

When the employe of the custodian dep't is working at an elevator his first duty is to seal the engine of the plant. He knows just what grain comes into a house and what goes out. There was formerly a lapse of time when neither the shipper nor the buyer of the grain had papers for it. But now the grain is paid for before it is even unloaded, and the shipper given his money.

The custodian dep't absolutely protects the com's'n merchant and also the shipper. The expenses of the dep't are paid for by a fee of 10c per car, assessed for other reasons. It might be appropriate to tell you that only 20% of our work is the actual weighing of grain, the rest of time being taken up with details necessary in safeguarding the receipts and shipments. The big elevator companies offer no opposition to our many systems and I do not know of any good concern which is not very well pleased with our custodian dep't. When a company's elevator is sealed, the machinery is at an absolute standstill, and the grain is in our possession for the time being.

A. Sinarmark, Nickerson, Neb.: A year ago we shipped a car of wheat to Lincoln with the understanding that it was to go to Chicago. When we got returns, a long time after making shipment, the car was said to have been short 400 bus. We filed a claim for shortage, with affidavits of weights, but the railroad turned it down,



Western Grain Dealers Ass'n at Omaha, April 17, 1915.



claiming that as soon as we shipped the wheat our possession ceased and as we do not know where or how the shortage occurred it was not up to us to file the claim.

Mr. Foss: Mr. Sinamark's title to the grain did not pass until the wheat dropped from the scale at Chicago and the regular warehouse receipt was delivered. Our elevators are under bond and also under supervision.

Mr. Sinamark: The grain was sold to the Lincoln firm on the basis of Omaha bids, but on Chicago terms. It graded all right and there was no bad condition of car reported.

John Dower, Weighmaster, St. Louis: The matter of quality of grain is also involved. The elevator man must assume a certain amount of responsibility when cars are placed on the unloading track at his elevator. He is responsible the minute the car is placed on his siding, provided he signs a receipt for it. But the question of quality of the grain might alter the matter. The elevator man should not be responsible for what is inside the car, as he does not know the actual contents.

F. C. Maegly: Ass'n Gen'l Freight Agt., Santa Fe Ry., Chicago: The railroad company regards the shipper's order B/L as evidence of ownership and instructions to the agents are that it must be surrendered before possession of the car changes.

Sec'y Wells: The general claim agents have, during the last few years, seemed disposed to pay claims for loss in transit where bad order condition of car is in evidence, but are still unwilling to pay claims for loss of grain in transit where there is no bad order condition of cars in evidence. The advisory com'te of the Grain Dealers' National Ass'n has met many times with Mr. Maegly, who is chairman of special com'te representing the railroad people. We have discussed the matter at length, but along the line of improving the weighing of grain at country stations and improving the condition of cars used to handle grain. The railroads insist that many shippers' weights are not good, and we insist that many of the cars are not good. In this discussion they have raised the point of what constitutes good shipping weights. They have some strong evidence to show that country weights are not always good. On the other hand we know that cars leak in transit. Some years ago claim agents tried to make the best settlement possible regardless of facts, but today I believe they are honestly trying to get at the question squarely. We want closer relationship with the claim depts. Some one from those depts should visit the shippers personally to get the facts. If you intend filing a claim on a certain car of grain, stop and investigate whether you had an average on the car that went out just ahead of it. On loading cars, go frequently and measure the contents, average depth, grain leveled, length and width inside, being sure that it is loaded evenly. Then by knowing the average density of the grain you can get an idea of the accuracy of your weights. Make sure your scale is right. Every shipper should establish some effective method of proving his weights. Our position is that the railroad is liable to the shipper for every bushel of grain placed in the car and it is simply a question of weights or leakage. If you can prove that your weights are correct you can collect.

Mr. Maegly: I feel that your sec'y has made a very fair presentation of the difficulties. I would like to ask how many

members present believe it is their duty as shippers to provide themselves with suitable shipping scales and elevator loading equipment such as will safeguard against loss of grain between the scale and car? It is the shipper's duty to avoid loss or confusion of weights between scale and car at loading end, just as much as it is the duty of the Board of Trade or State Grain Weighing Dep't to do so at the unloading end. That is one of the great essentials to a solution of this problem.

Pres. Metcalf: What is the legal obligation of the railroads to furnish these weighing facilities themselves?

Mr. Maegly: It is practically impossible for any of the railroads to carry out the provisions of the law to which Mr. Metcalf refers. I believe the carrier has done its full part when it provides a suitable car, suitable cooping material, and then delivers the property placed in its possession at destination. That is the function of the carrier—to deliver what it receives. The problem is to determine what it receives. A suitable scale at each end of the transaction is absolutely necessary and accurate weights are essential. They should be promptly certified. Some of our patrons have written me that they find it to their advantage to over invoice and over-state their shipping weights. They do so in order to avoid an anticipated short weight on grain sold destination weights. When the grain is sold on destination weights it seems the consignor prefers not to have his weights prematurely disclosed, at least until the controlling weight is of record. I do not see why the shipper could not confide in the carrier's forwarding agent.

Some cars leak, it is true, and I would not have this convention believe that I am here to represent that we carriers catch every car which leaks. But I feel the carriers should make an effort to get a record of every car which leaks, and that record should be available in the investigation of any shortage and open to the investigation of fairly disposed claimants in the final controversy. Such investigation might largely determine where discrepancies in weights occur.

Pres. Metcalf: I believe the initial shipper should provide himself with good shipping scales. We want to co-operate with the railroads. Always, in any business transaction, the factor of the individual enters into it. Any ass'n would quickly drop a member who would deliberately try to get something from the railroad to which he was not entitled.

Mr. Foss: Mr. Maegly knows more about the weight question than any man in this country. He believes the railroad ought to show a shipper a record of the movement of a car from beginning to end, but he does not believe in giving that record to a man who will not lay the cards on the table with him.

Sec'y Wells: The railroads naturally do not want to open their files to all of the freight claim collection agencies now in existence, but I have never known of an instance, where we investigated together, that the railroads have not been absolutely fair.

Mr. Maegly: The shipper and his customers are a long way apart, and the railroad is the intermediary. If the carrier could be furnished in good faith with a declaration of the actual weight, promptly as loaded and unloaded, that would go a long way toward the results we are after.

Sec'y Wells: How would you consider the books of the dealer instead of the affidavit made out later?

Mr. Maegly: Where the shipper has provided himself with suitable shipping scales and suitable elevator loading equipment his books and the weight record of first entry are very important factors, but I have here an apt illustration showing the precautions necessary. A member of your advisory com'te, one of the state secretaries, sent me a copy of a letter written to the freight claim agent of one of the roads, wherein he complained because they had declined a grain dealer's claims on two or three cars. Together we obtained a complete transcript of that claimant's loading weights covering all of the cars shipped during the season and we analyzed the out-turn. Many of the cars were destined to market points with highly developed Board of Trade weighing systems, yet the discrepancies, shortages and over runs, on car after car, were excessive enough to convince anyone that this shipper's weights were wholly unreliable.

The carriers are anxious to co-operate with shippers and receivers of grain in bringing about methods of eliminating grain leakage or excessive discrepancies on weights. With the prompt declaration of shipper's loading weights and receivers' unloading weights carriers can readily bring to bear the efficiency tests necessary to locate the cause, and when the cause is located a practical remedy can usually be found.

Pres. Metcalf suggested that perhaps the agents of the railroads could be induced to act as representatives of the shippers and inspect their scales, in some instances even inspecting the elevator facilities to see that there was no waste between the scales and the car. This was objected to on the basis that the railroad agent, tho an intelligent man, was not well versed in the grain business. As a substitute it was suggested that the railroads furnish a traveling representative to visit all plants at specific intervals to ascertain these facts.

Roger P. Annan, Jr., Pres., St. Louis Merchants' Exchange: Our contracts are based upon quantity and quality, both backed up by official certificates. These records are open at all times to the railroads.

### Report of Auditing Com'te.

The auditing Com'te reported that it had gone over the records of Sec'y-Treas. Wells carefully and found his report delivered on Friday to be correct.

### Resolutions.

Whereas, all grain dealers who have been active in ass'n work, or who are familiar with the results of the combined efforts of the members, unhesitatingly give much credit to collective and organized effort and influence, and are so certain that not only have the dealers received benefits, but that the grain trade has been advanced greatly and placed upon a higher plane by such united work that it is no longer a question of whether ass'ns are worth while, and

Whereas, all grain dealers in the territory covered by an ass'n enjoy the benefits of the work done, every dealer should be willing to bear his share of the burden and no doubt would cheerfully render the ass'n such assistance as he may, if the importance of such support is presented to him personally, and as the officers of the ass'n can not afford the time to take the matter of membership up with each grain dealer who is not now one of us and present the matter to him in such comprehensive manner as ought to be done, we believe a com'te should be created for the purpose of making a special effort to add to our membership the name of every grain dealer in the territory covered by this ass'n, therefore, be it

Resolved, that the pres. is hereby authorized to appoint a com'te of ten on new members.



Whereas, in some branches of the work com'ites seem to be essential and advisable, therefore be it

Resolved, that the pres. be authorized to appoint a com'ite of three members on arbitration; a com'ite of three on transportation, telegraf and telephone, and a com'ite of three on legislation, and that all questions presented for consideration shall be referred to the proper com'ite with power to act.

Whereas, the members of the ass'n and visiting grain men have thoroughly enjoyed the hospitality of the Omaha Grain Exchange, be it

Resolved, that the thanks of this ass'n be extended to the grain trade of Omaha and all others who have contributed to the splendid entertainment of their guests.

## Election of Officers.

The following nominations were made, and the officers unanimously elected: Pres., F. D. Milligan, Jefferson, Ia.; Vice Pres., S. Wilder, Cedar Rapids; Directors: W. K. Neill, New Sharon; D. J. Peters, Wellsburg; L. W. Larsen, Rolfe; E. W. Miller, Guthrie Center; C. A. Wright, Des Moines.

Convention adjourned.

## Convention Notes.

Milwaukee was represented by Walter P. Bishop and E. A. Armstrong.

P. C. Rutherford of Van Dusen-Harrington Co., and J. T. Sims was present from Minneapolis.

S. R. Washer represented the Washer family from Atchison, Kan.

Fred B. Hornung distributed magnetic Rat Swat souvenirs.

Memorandum books were distributed by the Updike Grain Co., and Cavers-Sturtevant Com's'n Co.

The Weeks Grain Co. passed out key rings enclosed in a leather case.

Mable's telegram, distributed at the convention by the Merriam Com's'n Co., was eagerly read by everyone present and taken home (?)

A serviceable steel folding rule was given as a souvenir by the Richardson Scale Co.

Everyone was glad to see H. T. Bickel of Cedar Rapids, who is just out of the hospital, having undergone a serious operation.

W. J. Leonard of Wyckles, p. o. Decatur, Ill., stopped off at the convention while en route to the northwest.

E. A. Fields, of Fields & Slaughter Co.; Chas. C. Flanley, R. C. Roberts, and J. A. Tiedeman came over from Sioux City.

Peoria sent Charles C. Miles of P. B. & C. C. Miles; Louis Mueller of Mueller Grain Co., and J. C. Luke.

"The same old song" was sung by the mocking birds handed out by D. L. Croysdale, Croysdale Grain Co., Kansas City.

Lamson Brothers' private wire, in the lobby of the hotel, was one of the star attractions at the convention.

J. J. Fitzgerald and C. R. McCotter were on hand for the Grain Dealers National Mutual Fire Ins. Co., of Indianapolis, Ind.

Seele Bros. Grain Co. distributed a little pamphlet advising that it was worth a million dollars to smile tho it did not cost a cent.

Des Moines sent Max M. Patton, Taylor & Patton Co.; Clark Brown, W. E. Ward, W. F. Morgan, C. A. Wright, J. C. Lake and C. W. Tussing.

Pencils were distributed as souvenirs by P. H. Schifflin & Co., Lipsey & Co., The Bewsher Co., Omaha Elevator Co., Merriam Com's'n Co., Nye-Schneider-Fowler Co., Purina Mills, Union Iron Works, Blanchard-Niswonger Co., E. W. Bailey & Co.

Equipment and machinery men present were J. T. Bartlett; F. E. Dorsey, the S. Howes Co.; Geo. M. Miles, Barnard & Leas Mfg. Co.; Charles N. Ward, Union Iron Works; Tracy G. Lewis, Richardson Scale Co.; H. W. Neal, Imperial Belting Co.; H. A. Tubbs, L. E. Taylor & Co.; R. M. Van Ness, R. M. Van Ness Const. Co., and A. H. Youmans.

Among the Kansas City Grain men present were Cort Addison, Arthur Freeman and W. W. Simmons, Ernest-Davis Grain Co.; Fred B. Godfrey; H. N. Manning; C. T. Neal, Aylsworth, Neal, Tomlin Grain Co.; S. J. Owens; Tod Sloan, repte. Goffe & Carkener; C. W. Smith; E. R. Stripp; J. H. Woolridge; and E. H. Sullivan.

Lee G. Metcalf, pres., Grain Dealers Nat'l Ass'n, Illiopolis, and Victor Dewein, pres., Illinois Grain Dealers Ass'n, Warrensburg, were present from Illinois. Mr. Dewein admitted his chief duty was to applaud every time his friend stopped talking long enough to take a drink—of water.

The St. Louis representatives journeyed to the convention city in 2 special Pullmans, and the trip was enjoyed as much as the stay in Omaha, where special headquarters were maintained in the Fontenelle Hotel, on the ball room floor. In attendance were Roger P. Annan, Jr.; Thos. L. Martin; T. A. Bryant; John Ballard; Mark Bailey, repte. Elmore Schultz Grain Co.; R. L. Canole; R. E. Cowan; H. F. Ketchum; E. M. Flesh; James Fuller; E. H. Hazenwinkle; C. A. Hill; Geo. Harsh; S. T. Marshall, repte. Nanson Com's'n Co.; Martin Mullally, of Martin Mullally Com's'n Co.; Geo. C. Martin of Goffe & Carkener Co.; G. M. McReynolds, repte. Toberman, Mack-

ey & Co.; G. E. Parrott, repte. Eaton, McClellan Com's'n Co.; A. Samuel; H. H. Savage, repte. W. L. Green Com's'n Co.; G. A. Turner; H. A. Von Rump; C. L. Wright; Charles Rippin, Com's'ner Traffic Buro and Weighmaster John Dower.

The delegation from Chicago was large. It included J. M. Adam, repte. Rosenbaum Bros.; R. E. Andrews, repte. James E. Bennett & Co.; George E. Booth, James H. Barrett and W. G. Kelley, repte. Lamson Bros. & Co.; M. C. Brown and A. L. Cox, repte. Rumsey & Co.; W. M. Browning, repte. C. H. Thayer & Co.; D. W. Barry and P. D. Richards, repte. Lipsey & Co.; Allen J. Cameron; W. M. Christie and L. L. Druley, repte. J. H. Dole & Co.; E. G. Cool and Eugene Schifflin, of Philip H. Schifflin & Co.; F. G. Coe; Robert D. Clasbey; C. L. Douglas, repte. E. W. Bailey & Co.; T. H. French; J. J. Fones, repte. E. W. Wagner Co.; Sam Finney; J. C. Hensey; W. E. Justice and Geo. Wegener, repte. Logan & Bryan; T. O. McDanel; R. T. Mitchell; W. A. Putman; E. E. Rice and S. E. Squires, repte. Sawers Grain Co.; J. W. Radford; W. W. Sylvester; Gardiner B. Van Ness; J. A. Waring; H. A. Wiese; H. A. Foss, Walter E. Felt and Jos. A. Schmitz of the Chicago Weighing Dep't.

Among the Iowa shippers present were W. L. Anderson, Parkersburg; W. W. Albright, Lewis; J. Dudley Barnes, Dedham; N. S. Beale, Tama; J. R. Bentley, Hamburg; W. E. Bromberger, Gowrie; C. A. and J. H. Borin, Malvern; J. L. Bruce, Odebolt; W. J. Banning, Farlin; C. C. Cannon, Paulina; Wm. Clausen, Wall Lake; F. E. Cowden, Riverton; J. A. Campbell, Atlantic; C. A. Davis, Cedar Rapids; B. T. Dow, Davenport; M. E. De Wolf, Spencer.

I. C. Edmonds, Marcus; A. D. Erickson, Inwood; Geo. A. French, Cherokee; R. A. and P. A. Frazier, Nevada; V. T. Frazier, Palmer; P. R. Frazier, Morrison; G. Gley-steen, Alton; W. G. Goy, Tabor; A. F. Going, Lake City; H. C. Hale, Shelby; P. J. Harvey, Gowrie; Frank Hushka, Bradford; A. J. Harbor, Henderson; M. O. Focum, Gaza; C. H. Harris, Bartlett; C. H. Harshberger, Cooper; M. H. Johnson, Huxley;

J. A. King, Nevada; E. C. Kayton, Strahan; W. M. Leonard, Yale; Wm. Lorenz, Berlin; R. P. Lindsay, Sidney; A. Moorehouse, Glidden; F. D. Milligan, Jefferson; J. A. Miles, Scranton; O. K. Morrison, South English; Peter Martens, Manning; J. K. McGonagle, Washta; Geo. Moulton, Fonda; J. B. O'Malley, Bouton; L. H. Potter, Allison; Charles Pavik, Primghar.

C. M. Replogle, Shenandoah; E. M. Richards, Pocahontas; W. E. Reynolds, Churdan; S. T. Rhodes, Randolph; W. H. Sheldon, Percival; Geo. A. Stebbins, Red Oak; W. C. Schmid, Kirkman; Chas. Sherritt, Wiota; J. H. Stuckey, Fairfield; A. Steiger, Soldier; G. R. Spurgeon, Galva; Fred E. Trainer, Ackley; E. H. Tiedeman, Fonda; W. D. Turner, Griswold; Henry Voss, Ber-



Left to Right: R. M. Van Ness; C. R. McCotter; T. I. Gunderson; J. J. Fitzgerald; Tod Sloan; Fred Godfrey; and H. W. Neal.



lin; E. J. Wiese, Burlington; J. R. Whitney, Carroll.

The Nebraska shippers included C. L. Allen, Crete; Robert Beckford, Waco; W. T. Barstow, Lincoln; A. S. Bills, Sheldon; Geo. H. Beyer, York; F. W. Borin, Angus; Dan Bourke, Springfield; J. H. Currie, Bradshaw; F. M. Dorsey, Cordova; R. Dow, Naponee; L. F. Ellermeier, Swanton; W. F. Gillespie, Mynard; S. S. Griffin, Martel; A. C. Holmquist, Oakland; C. O. Hart, Monroe; Charles Jerman, Spencer; R. W. Jark, Chalco; A. C. Johnson, Holdrege; Nelson Jean, Plattsmouth; A. J. Lawson, Genoa;

F. H. McCarthy and W. Mueller, Union; Z. M. Miller, Monowi; Louis Mann, Creighton; C. E. Metzger, Mynard; Z. T. Miller, Monowi; A. Moseman, Lyons; A. G. Otta, Wilcox; W. E. Pailing, Greenwood; R. C. Roberts, Lincoln; W. J. Reed, Dorchester; H. O. Schaaf, David City; C. C. Sidney and Andrew Sinamark, Nickerson; C. C. Sheldon, Columbus; E. A. Slater, Fremont; E. T. Scoville, Friend; Fred Thies, Win-side; L. H. Tighe, Manley; Thomas M. Wright, Fairmont; Lee Wilsey, Lincoln.

South Dakota shippers at the meeting were Henry Apland, Hooker; C. P. Enright, Ethan; T. I. Gunderson, Centerville.

### National Council in Rate Case.

A meeting of the National Council of Farmers Co-operative Ass'ns called by Pres. H. W. Danforth of Washington, Ill., was held Apr. 20 at the Hotel Sherman, Chicago. The Council is a com'tee composed of two members of the state farmers grain dealers ass'ns of Illinois, Iowa, Kansas, Minnesota, Nebraska and South Dakota. For the ensuing year the following officers were elected:

H. W. Danforth, pres.; W. J. Ray, Colo., Ia. vice-pres.; J. W. Shorthill, Hampton, Neb., sec'y-treas.

The meeting was addressed by W. H. Kerr from the Office of Markets at Washington, who told of the plans of the Department of Agriculture and the work its representatives are doing to help the farmer to place agriculture on a higher plane.

The constructive work of the Council for the coming year will consist principally in helping to secure the adoption by farmers co-operative elevator companies of a uniform system of accounting and the employment of experienced auditors. An effort will also be made to extend the present means of mutual insurance for farmers co-operative elevators, in which it is intended to include a bonding company for the bonding of officers of the elevator companies.

An investigation will also be made of the possibility of the terminal elevator question and a report will be made to the members of the result of the investigation, the object being to determine the propriety or the impropriety of an attempt at the present time by farmers elevator companies to operate terminal elevators.

Resolutions were passed endorsing the work of the Department of Agriculture and offering the co-operation of the Council in all matters affecting the marketing of grain.

In addition to the delegates many farmers were present and all were also attending the hearings of the Advanced State Case being held before the Interstate Commerce Commission at the La Salle Hotel. The Council is opposing advances in freight rates on grain and has in its employ two experts who assisted the State Commissions in defending the interests of the farmers in this important matter.

THE MILLERS Nat'l Federation, in session at Chicago on April 10, adopted resolutions protesting against the repeal of the federal law which prohibits the adulteration of pure wheat flour with other substances.

### Dealers at Sedalia.

The meeting of Missouri dealers at Sedalia was called to order at 8 p. m., April 22, by J. S. Klingenberg of Concordia, who expressed his pleasure at the good attendance.

Mayor Brocton welcomed the visitors and expressed the hope that future meetings of the ass'n be held in Sedalia.

W. W. Pollock, Mexico: Our association is organized for the general good of the grain trade. We can accomplish real good only by united action on the part of every dealer.

A. C. Harter, Sedalia, spoke about the history of the ass'n and of the benefits of knowing one's neighbor better.

He further said: "The grain shipper with no elevator who borrows money from a bank to buy grain causes the bank to lose if it does business at a loss. He is not a grain dealer, but a scooper. Legitimate grain dealers must get better acquainted. I am in favor of refusing to lend sacks and their elimination is up to the individual dealer."

Jesse Culp, Warrensburg: Eleven years ago we quit lending sacks and we have been happy ever since. Missouri dealers handling grain by the sack route are 20 years behind time.

I am quite sure that I would not want to be in the grain business if I had to furnish the sacks.

A man in our town rents sacks and he makes money because farmers return his sacks, but farmers never return a grain dealer's sacks.

This year 25% of our wheat came in bulk.

Judge Ed. S. Hart, Knobnoster: We have been in the grain business for 17 years. Every year we have bot from 3 to 5,000 sacks. We own today about 25,000 sacks. The balance have been lost or stolen. If we had the money represented by those sacks we would have money enough to pay for the new elevator we are building.

R. C. Frerking, Corder: My father rented sacks at the rate of a cent per sack a week and charged each farmer with the number of sacks loaned to him. If a farmer was short some sacks he wud be held responsible for them.

After 36 years' experience he now says that the grain business can not be successfully conducted where sacks are loaned to the farmer by the grain dealer.

We have decided to turn the sack business over to a fellow townsman, who may rent the sacks at a price that suits him. Hereafter we are going to be strictly in the grain business and not in the sack business.

F. W. Eggers, Herman: We get wheat from the Gasconade river and so far have not been able to do without sacks.

R. C. Frerking: There are rivers in other states where dealers do not lend sacks.

F. W. Eggers: If we do not furnish sacks, some St. Louis commission firm will furnish them.

H. H. Horstman, Alma: My sacks are all over the country, some are used for apples and some for potatoes.

I have offered to buy the farmers a good wagon box, but they can not seem to understand that grain can be handled in bulk.

Let the farmers buy the sacks and let all grain dealers quit the sack business.

W. H. Hurley, Clinton: I am the original "dyed in the wool against sack lending" fan. I have \$3,500.00 tied up in sacks. I sent 1,500 sacks to one station and got 612 poor sacks back. It will cost me \$500 to get my 1,600 sacks patched. I want to get rid of the sack business.

W. D. Schmitt, Appleton City: I cut sacks out a year ago and neighboring towns did not. I am glad of it, as I have gotten more grain than ever before. I hope the neighbors keep on using sacks.

C. F. Owens, Lees Summit: Three-fourths of our grain comes in bulk. We charge a ½ cent a day for a sack and actually come clear on the sack business.

F. M. Walter, Clinton: We sell our sacks to the farmer at a good round figure and it is to the interest of the farmers to return the sacks. We are in favor of getting rid of the sack business.

F. C. Livingston, Windsor: We are against the sack business, but do not know how to get rid of this nuisance at stations where we do not have elevators.

R. C. Frerking: You can buy a portable elevator and run the grain into a car.

A. B. Harriman, Green Ridge: Competition is the unknown quantity, if competitor quits the sack business we can quit. If we all will get so that we are not too anxious to do business, we can quit the sack business.

Judge Hart: If cars are scarce where there is no elevator it is sometimes convenient to have sacks.

Sec. Gunnell: During the last four years we have bot 3 to 400,000 bushels of grain and did not buy any of it in bags. I encourage the building of good elevators and dump to handle grain in bulk.

Lon Holden: Last year we bot 75% of our wheat in bulk, and farmers do not want to go back to sacks. If all of us will build dumps we will soon be out of sack troubles.

O. W. Carter, Fortuna: Five years



Missouri Dealers at Sedalia, April 22.



ago we turned sacks over to a shoemaker, he charged big rent and farmers returned sacks. We now handle sacks ourselves and we lose sacks all the time.

J. S. Klingenberg: In one instance we sent out 400 new bags and did not get any wheat and the bags were never returned.

W. D. Schmitt: The farmers say that if we do not buy bags from them that they will build an elevator. If they can build elevators they can buy bags. Cut out the bags.

C. A. Morton, chairman Traffic Com'te. St. Louis: We have been opposing railroad freight rate increases. We are also attempting to avoid delays in transit, but remedial laws have all been killed by our legislature.

In Mo. all railroads will charge \$12.00 minimum rental for leases and the maximum is on the basis of 6% on the valuation of property occupied. Most elevators will not occupy over a 1/16 of an acre and \$12.00 rental represents a valuation of \$3,200.00 per acre.

W. H. Hurley: Will we be compelled to you the increase in rental?

C. A. Morton: The Interstate Commerce Commission says that it can not interfere and the rental must be paid. The whole country is being ruled by railroad com'tes.

W. H. Hurley: The rental we pay is discriminatory as compared with what terminal elevators pay.

R. C. Frerking: I bot some corn in Kansas City on which I paid a local freight rate of 6 cts. Later the railroad claimed that the shipment was interstate and forced me to pay an additional 1 ct. per hundred. I later bot some hay in Kansas City on an interstate freight rate of 7 cts. The R. R. then came and said that it was a local shipment and collected an additional 2 cts. per hundred.

Mr. Morton: A car originating at K. C. and shipped within the state is a local shipment.

Mr. Carter: I paid our railroad \$12.00 demurrage because I could not load a car on account of rain and have not had my money returned.

Sec'y Gunnell: Every shipper shud provide himself with an average demurrage contract which allows him credit on succeeding shipments if the maximum time is not used on some shipments.

W. D. Schmitt: I am charged rental and a scoop shoveler gets more cars than I do.

C. A. Morton: File written orders for cars and make the agent sign the order, and you can get cars.

A. B. Harriman: What will we do if agent refuses to sign the order?

C. A. Morton: It is in the agent's line

of duty for him to sign receipts for everything presented to him.

Sec'y Gunnell made a plea for new members and asked the co-operation of the members present in obtaining new members.

Sec'y Gunnell announced the death of Sec. S. W. Strong of the Illinois Grain Dealers Ass'n.

Resolutions of sympathy and condolence were adopted and a copy of same was ordered to be sent to the sorrowing family.

Meeting adjourned.

Among the dealers present were: J. A. Gunnell, St. Louis; J. G. A. Yessen, Concordia; J. T. Peterson, Gr. Dealers Fire In. Co.; Cecil Wayland, Carrollton; R. C. Frerking, Corder; T. J. Hedrick, Buckner; J. S. Klingenberg, Concordia; W. W. Pollock, Mexico; Jesse J. Culp, Warrensburg; F. W. Eggers, Herman; W. D. Schmitt, Appleton City; W. H. Hurley, Clinton; W. J. Hahn, Olean; Chas. Owen, Lee's Summit; A. C. Harter, Sedalia; J. S. Baltzell, Hughesville; Chas. Budde, Higginsville; H. A. Nixon, Lincoln; H. H. Horstman, Alma; Ed. S. Harte, Knobnoster; C. A. Morton of Morton & Co., St. Louis; O. C. Brown of Kansas Flour Mills Co., Kansas City; M. T. Meyer, California; F. M. Walter, Clinton; A. J. Sullivan, Nevada; B. D. Kauman, Montrose; L. W. Keyes, Clinton; A. B. Harriman, Green Ridge; Guy G. Goode, Pilot Grove; F. C. Livingston, Windsor; S. L. Rissler, Pleasant Green; C. W. Rudy, La Monte; E. Schwald, Cole Camp; A. L. Finley, Tipton; A. C. Yontz, Tipton; E. B. Edmonston, Clifton City; O. W. Carter, Fortuna; G. H. Bagley, Green Ridge; C. E. Ryle, Sedalia; Lon Hank, Holden; John N. McNeas, Hughesville; R. L. Wensell, La Monte; J. L. Monseis & Son, Smithton; C. F. Edmonston, Pleasant Green; A. C. Mayfield, Pleasant Green; L. P. Fairfax, Otterville; Taylor Black, Windsor; C. L. Roberts, Rockville; O. V. Gorell, Dresden; J. S. Klingenberg, Concordia.

EXPORTS OF STARCH for February, 1915, indicate that the industry is reviving, after much inactivity since the beginning of the European war. During February 8,919,744 lbs. valued at \$1,045,599 were exported, compared with 3,461,730 lbs. for the corresponding month last year, valued at \$1,105,257.

LADYBIRDS to the number of 7,500,000 are being distributed at various points in the California barley sections by Horticultural Com's'ner F. W. Waite. The insects are "sown" much the same as barley and when placed in a field containing aphids make short work of the latter. The ladybirds were shipped from the state insectary in 500 boxes.

## War Affecting the Grain Trade.

BRITISH GOVERNMENT is reported to have purchased wheat in Argentina to the value of \$100,000,000.

STEAMER STRATHTAY has arrived at Rotterdam with 13,000 sacks of grain consigned to the American Relief Com'te in Belgium.

CHILE has removed the import duty on wheat as its harvest was disappointing and stocks limited. Much wheat is being purchased in Argentina.

FRANCE IMPORTED 901,938 tons of wheat during the last 6 months of 1914, compared with 775,914 tons for the same period of 1913. Of the total 1914 receipts the United States supplied 449,530 tons.

THE WAR RISK Insurance Buro has paid the owners of the steamer Evelyn \$401,000, this being the first loss which the United States Government Buro suffered by the European war. The steamer was sunk off the coast of Holland on Feb. 20 supposedly by a mine.

BRITISH admiralty announces that certain ports may be closed without notice. Closing will be indicated by 3 vertical red lights at night and 3 red balls by day. When these signals are displayed vessels must proceed to examination anchorage or keep to sea.

BRITISH GOVERNMENT has agreed to reimburse the owners of the steamer Wilhelmina for the seizure of her cargo and delay occasioned the vessel when it was taken into custody on January 22. The vessel was bound for Hamburg with a cargo of foodstuffs.

THE STEAMER GEORGIA, formerly of the Hamburg-American Line, and which has been laid up at New Orleans since the beginning of the European war, has been granted American registry. The vessel is said to have been purchased by New York interests for \$85,000.

RUSSIAN GOVERNMENT has ordered settlers who were German subjects up to 1880 to dispose of their land holdings within the next ten months, otherwise the land will be disposed of for the government's account. This will lead to much land in Southern Russia not being cultivated this season and the shortage as a result may amount to as much as 33 1/3%.

THE EUROPEAN WAR is having no adverse effect upon the business of the Sassnitz-Trelleborg route between Sweden and Germany. This is the only open route between the two countries and its traffic since the beginning of 1915 has shown a decided increase over last year, tho the number of passengers carried has diminished.—Consul Gen'l E. L. Harris, Stockholm, Sweden.

THE NOVOCHERKASIAN COM'S'N of Russia, appointed to regulate prices of breadstuffs, has fixed the price of barley at \$2.37 per 400 lbs., rye at \$3.63 per 480 lbs., and wheat at \$4.03 per 492 lbs. Traders at Rostoff believe the com's'n has underestimated the value of wheat by 10 to 15% and the war dep't has been asked to revise the price to avoid heavy losses in the grain trade.

DANISH MILLERS must extract 64% of the contents of grain when handling rye and 68% when grinding wheat. All millers are required to make a statement of their operations every 14 days in order that the authorities may keep in touch with the situation. Each sack of rye flour or mixed rye and wheat flour must be marked to indicate the amount of home grown grain used in its manufacture, and the quantity of foreign rye or wheat employed.—Consul Gen'l E. D. Winslow, Copenhagen.



Officers and Directors Missouri Grain Dealers Ass'n at Sedalia, Mo., April 22.



# Grain Trade News

## ARKANSAS

Stuttgart, Ark.—W. K. Morrow, of Houston, Tex., has let contract for a 800-bbl. rice mill to be built this summer.

## CALIFORNIA

Lancaster, Cal.—We will purchase a portable elvtr., for stacking grain in sacks, within the next few months.—Lancaster Feed & Fuel Co.

## CANADA

Winnipeg, Man.—We have discontinued our office here.—Van Dusen-Harrington Co., Minneapolis, Minn.

Toronto, Ont.—The Corn Products Refining Co., of New York, will establish a plant here or at Hamilton to be built this summer.

Sedgwick, Alta.—The elvtr. of the Alberta Co-operative Farmers Co., with 15,000 bus. of grain, was destroyed by fire recently.

Swan Lake, Man.—The government elvtr., operated as the Manitoba Elvtr. Com'n, was damaged by fire Apr. 20 to the extent of \$70,000.

Montreal, Que.—C. J. Smith has been appointed sec'y and mgr. of the Montreal Warehousing Co., succeeding the late Geo. H. Hanna.

Melfort, Sask.—The Canada West Elvtr. Co., Ltd., will build 2 or 3 new elvtrs. with a capacity of 30,000 bus. each. The company already operates 8 houses.

Ottawa, Ont.—Sir George Foster made a motion in the House of Commons on March 29 for leave to introduce a bill to amend the Canada Grain Act. The bill will make 2 short amendments to the Act. The effect of the first is to make the weighing at Fort William and Port Arthur final. The other has the effect of making the grade certificate prima facie evidence in litigation.

Owen Sound, Ont.—The Board of Trade is advocating a scheme to have a 1,000,000-bu. modern concrete elvtr. built here either as a municipal enterprise or to organize a company to build it. Considerable local capital could be secured to join with a few capitalists to carry out the undertaking. This is an ideal port for an elvtr. and more elvtrs. will be required in the near future. Estimates have been secured and a site selected. A strong com'te of the Board of Trade has been appointed to carry out the scheme.—Geo. Menzies, sec'y.

## FORT WILLIAM LETTER.

The Ogilvie Flour Mills Co. has finished the excavation for its proposed 200,000-bu. elvtr.

The Thompson Grain Co., of Winnipeg, will move its head office to this city and the Bole Grain Co. will look after its interests temporarily. Elvtrs. will be built here and at Moose Jaw where another office will be opened. W. Thompson will manage the western office.

The following statement has been made by Sir George Foster: The terminal elvtr. here cost \$1,300,000 and those at Saskatoon and Moose Jaw a little over \$1,000,000 each. The terminal elvtr. here had gross earnings of \$216,000; direct expenses, \$59,304; and the net revenue was \$149,530. The total amount of grain handled in the government terminal elvtr. here was a little over 10,000,000 bus.; while all the elvtrs. here and at Port Arthur handled from 150,000,000 to 160,000,000 bus. The grain handled in the government terminal was divided as follows: Wheat, 5,278,000 bus.; oats, 1,520,000; barley, 462,000; flax, 2,886,000.

## COLORADO

Bennett, Colo.—I am agt. for the Crescent Mill & Elvtr. Co. at this point.—H. A. Dunbar.

Bristol, Colo.—The Cherokee Com's'n Co. has sold its elvtr. and now has its headquarters at Lamar, handling hay only.

Wiggins, Colo.—The O'Donnell Grain Co., of Stratton, is building an 8,000-bu. elvtr. R. M. Van Ness Const. Co. has the contract.

Roggen, Colo.—The O'Donnell Grain Co., of Stratton, is building a 15,000-bu. studed elvtr. R. M. Van Ness Const. Co. has the contract.

Denver, Colo.—W. H. Wierman now has charge of the grain dept. of the Summit Grain & Coal Co., succeeding T. D. Phelps.—C. E. Hathaway, mgr.

Sterling, Colo.—F. S. Warren has bot the interest in the Sterling Mlg. Co. and the stock is now owned by Mr. Warren and Chas. B. Hotz, who are operating a Midget Marvel Mill.—Sterling Mlg. Co.

Harmony, Colo.—The Fort Collins Mlg. & Elvtr. Co. will build an elvtr. here which will be operated by the Northern Colorado Elvtr. Co. It will be 110x150 ft., equipment to include automatic weighing and hopper devices, wagon scales, dumps, and a set of rolls for chopping feed. Coal bins will be added.

Byers, Colo.—We are building a 15,000-bu. elvtr. on the Union Pacific here and one of the same size at Wiggins on the C. B. & Q. These will be cribbed houses, covered with galvanized iron and equipped with a 6-ton wagon scale and an automatic scale inside the elvtr. to load wheat out. Both elvtrs. will be driven by 9-h. p. upright gasoline engines.—Jas. A. McSwigan, mgr. Crescent Mill & Elvtr. Co., Denver.

## IDAHO

Caldwell, Ida.—The Caldwell Mill & Elvtr. Co. is making improvements and enlarging its elvtr. A Hall Signaling Grain Distributor will be installed.

Newdale sta. (no p. o.), Ida.—The Western Mill & Elvtr. Co., of Idaho Falls, will build an elvtr. here and at Ririe (no p. o.).—W. O. Kay Elvtr. Co., Rexburg.

## ILLINOIS

Princeton, Ill.—The elvtr. of the Farmers Elvtr. Co. has been sold.

Hamilton, Ill.—Cochrane & Son have succeeded Byers & Cochrane.

Beecher, Ill.—Fred E. Heldt is mgr. of the recently formed Farmers Grain Co.

Cazenovia, Ill.—Wm. Wykle, of Mahomet, has purchased the elvtr. of Bachman Bros.

Heyworth, Ill.—The Hasenwinkle Grain Co. will install a new Boss Air Blast Car Loader.

Allen sta. (Green Valley p. o.) Ill.—The Farmers Elvtr. Co. is building a residence for its mgr.

Galt, Ill.—Henry Baldwin has purchased the elvtr. of G. W. Burch, possession to be given May 1.

Bloomington, Ill.—Dissolution of the Ike-Livingston Grain Co. has been agreed to by the stockholders.

Peoria, Ill.—The Board of Trade bldg. was damaged on the night of Apr. 15 by fire in the basement.

Priscilla sta. (Lostant p. o.) Ill.—We contemplate covering our elvtr. with an iron roof.—R. C. Phillips & Co.

Galesville, Ill.—The new elvtr. we are building will be a 25,000-bu. house with metal roof and siding.—G. J. Timmons, Roy H. Jones & Co., Lodge sta. (Monticello p. o.).

Esmond, Ill.—The recently organized Farmers Grain Co. bot the Murphy Elvtr. and took possession Apr. 15.

Melvin, Ill.—Chas. A. Inkster, of Lamoreaux & Inkster Bros., was married recently to Grace Worthington.

Ospur sta. (Clinton p. o.) Ill.—Jas. M. Ledden, formerly in the grain business here and at Craig, died Apr. 8.

Sibley, Ill.—The Sibley Grain Co. has elected Aug. Brucker, pres., Albert Kuntz, vice-pres. and M. Althouse, sec'y.

Jerseyville, Ill.—The Stanard-Tilton Mlg. Co. will install a Hall Signaling Non-mixing Grain Distributor in its new elvtr.

Eylar, Ill.—The Saunemin Grain Co. is installing new spouts and making other improvements. Art Wagner is mgr. of the elvtr.

Dwight, Ill.—Dwight Elvtr. Co. incorporated; capital stock \$10,000; incorporators, J. R. Oughton, Frank L. Smith and C. J. Horn.

Earlville, Ill.—Harold Flaherty is now mgr. of the Earlville Grange Elvtr. Co., succeeding C. C. Kelley who recently resigned.

Peoria, Ill.—The membership of F. T. Corning has been transferred to Thomas G. Lovelace.—John R. Lofgren, Sec'y Board of Trade.

Bloomington, Ill.—Henry Stanbery, representing Rogers Grain Co. of Chicago here, is recovering from an operation for appendicitis.

South Pekin, Ill.—The Farmers Elvtr. Co. has let contract for a 25,000-bu. elvtr. to be built on the C. & N. W. R. R., one mile south of here.

Sheridan Jct. (Sheridan p. o.), Ill.—A farmers elvtr. company is being organized.—H. J. Flaherty, mgr. Earlville Grange Elvtr. Co., Earlville.

Danville, Ill.—I have closed my grain brokerage office and am now out of business. I have no successor.—R. B. McConnell, formerly Ferguson & McConnell.

Spencer, Ill.—The New Lenox Grain Co. has completely remodeled its elvtr. and will install new machinery.—A. C. Winger, mgr. New Lenox Grain Co., New Lenox.

Monticello, Ill.—I purchased J. F. Beall's interest in the Finson-Beall Grain Co. and took it over Mar. 1. The business will be continued under my name.—W. L. Finson.

Springfield, Ill.—A resolution was adopted by the board of supervisors urging the appointment of a grain inspector, by the Public Utilities Com'n, for Sangamon county.

Mattoon, Ill.—The daughter of J. B. Stone, vice-pres. of the Illinois Grain Dealers Ass'n, was taken to the hospital for an operation Saturday and died Tuesday, Apr. 20.

Garden Plain, Ill.—D. S. Stone will build an elvtr. The Burrell Eng. & Const. Co. has the contract for the house which will be of cribbed construction covered with sheet iron.

Wrights, Ill.—We operate an elvtr. with a capacity of 12,000 or 15,000 bus. and the recently organized Farmers Elvtr. Co. is figuring on building a 20,000-bu. house.—Kesinger & Son.

Monticello, Ill.—Harry N. Knight, formerly manager of the Knight Grain Co., and in recent years in the farm implement business in Oklahoma City, returned Apr. 17 to bury his aged mother.

Woodvale (Monmouth p. o.) Ill.—The Little York Grain Co., of Little York, which recently bot an elvtr. here, has plans completed for another large house to be built within the next few months.

Normal, Ill.—August Fissell will build an elvtr. with a storage capacity of several thousand bus. He will install an automatic dump and build an addition to the feed mill he now operates here.

Byron, Ill.—A farmers elvtr. company is being organized here. W. A. Carroll and Geo. Farrand of Chicago, together with C. W. Rood and L. D. Marshall, who owns an elvtr. here, are interesting the farmers.



## INDIANA

Champaign, Ill.—E. B. Hitchcock was appointed ass't sec'y of the Illinois Grain Dealers Ass'n shortly before the death of Mr. Strong. Mr. Hitchcock was formerly of the editorial staff of the Decatur Herald.

Kewanee, Ill.—The Farmers Elvtr. Co. has sold 3 houses and a number of sheds which were on the site that the company will use for its new elvtr. The site will be cleared and work on the new house will commence about June 1.

Lake Zurich, Ill.—A safe in the office of Plagge Bros., who operate an elvtr. here, was dynamited and \$400 in currency and \$200 in checks taken. The police are searching for the thieves, who escaped with a stolen horse and buggy.

Morrison, Ill.—Renkes Bros. are clearing the site for their new 20,000-bu. fireproof elvtr. and warehouse which will be built of cement blocks. The elvtr. will be 31x52 ft. and will have 5 grain bins. Contract has been let for the plant, which will cost about \$30,000.

Frankfort, Ill.—The Frankfort-Spencer Grain Co. has repaired the elvtr., installed a grain tester, rebricked the boiler and built a large feed shed. Officers recently elected are J. P. Bauch, pres., N. Geuther, vice-pres., Wm. Kampe, sec'y, Wm. C. Bettenhausen, treas. and Henry Stellwagen, mgr., successor to Henry Luhring.

Springfield, Ill.—Representative D. D. Donahue's house bill H. B. 22 will take from the Public Utilities Com'n jurisdiction over warehouses, elvtrs. and storage houses for grain outside of the limits of incorporated towns and villages or within such limits where the population is less than 10,000. It also removes rural telephone lines and the right to regulate and fix the rate to be charges for passenger rates and telephone calls from its jurisdiction.

La Hogue, Ill.—The Farmers Grain Co. has been organized to take over the elvtr. formerly operated by the La Hogue Farmers Elvtr. Co. which has distanded. The new firm has applied for a charter and will elect officers as soon as it is received. Pending that the business is going on under the supervision of 3 com's'ners. John Haubauch, who has operated the elvtr. on his own account for several years, has succeeded Louis Seiling as mgr. All the old debts are paid off and the firm will begin anew.

### CHICAGO NOTES.

Chicago Caller: H. F. Bartling, Matte-son, Ill.

Joseph F. Garrity, of A. V. Booth & Co., will be married to Miss Evelyn Hartley, of Henry, Ill.

The Grain Standardization Laboratory of the U. S. Dept. of Agriculture will be moved to the Webster Bldg.

Geo. Tough, president of the Mueller & Young Grain Co., died Apr. 12 of pneumonia. He was a member of the Board of Trade for the past 20 years.

Jas. M. Kirby, Robt. L. Clinton, Willis Counselman and Monroe D. Ulleny, have applied for membership in the Board of Trade. Henry W. Richardson, Otto B. Durand, Walter A. Scoville, Wilbert H. Keehn, F. K. Benzing and H. K. Hudson have been admitted to membership and memberships of Warren E. Morris, David C. Davies, Chester Arthur Legg and the estate of Lorenzo J. Lamson have been posted for transfer. Memberships are quoted at \$2,800 net to buyer.

Velvet chaff will be allowed in the No. 1, 2, 3 and 4 northern spring wheat grades to the extent of 15 per cent by the Illinois State Grain Inspection Department. After the hearing Apr. 14 on the suggested change in the grades the Illinois Public Utilities Commission took the matter under advisement, and at the following monthly meeting adopted a resolution granting all that was asked by the grain com'te of the Chicago Board of Trade. Official announcement has not yet been made; but the required 20 days' advance publication will be made in due course and in time to go into effect on the new crop.

Clarkhill, Ind.—Witt & Seeger have their elvtr. almost completed.

Lyons Station, Ind.—Thos. Stanley has completed repairs on his elvtr.

Whitestown, Ind.—Jenkins & Cohee are installing a new 2,000-bu. cleaner in their elvtr.

Pleasant Lake, Ind.—T. I. Ferris is rushing the work on his new 15,000-bu. elvtr.

Cottage Grove, Ind.—Gardner & Lewis will have their elvtr. repaired. H. C. Teeter will do the work.

Silver Lake, Ind.—We contemplate installing a new wheat dump and elvtr. this year.—Agt. Kinsey Bros.

Plymouth, Ind.—Mrs. Julia E. Work bot the elvtr. of Milner & Grube, which will be operated by her son-in-law, W. C. Curtis.

Shirley, Ind.—I have bot the elvtr. of the Shirley Grain Co. and will take possession at once.—J. C. Young, formerly of White-land.

Williamstown sta. (Greensburg p. o.) Ind.—The Sandusky Farmers Elvtr. Co. is now operating the elvtr. of the late W. A. Williams.—X.

Kitchel, Ind.—The Kitchel Elvtr. Co. will install Smith Overhead Dumps, automatic scale and make other repairs. H. C. Teeter will do the work.

Franklin, Ind.—Valentine & Valentine have let contract to the Burrell Eng. & Const. Co. for a 50,000-bu. steam plant, equipped with a sheller and cleaner.

Winamac, Ind.—Starr Bros. have started work on their new 30,000-bu. concrete elvtr. to replace the house burned Jan. 17. The Burrell Engineering & Const. Co. has the contract.

New Richmond, Ind.—This company is still doing business. J. T. Detchon has leased his interests to Chas. Heywood, who retains an active interest with Fred L. Hunt as junior member.—Union Elvtr. Co.

Winchester, Ind.—James Goodrich, of the Goodrich Bros. Hay & Grain Co., will be a Republican candidate for governor in 1916. He has been prominent in Indiana politics for years and is receiving strong support in the gubernatorial race.

Honey Creek (Rockport p. o.) Ind.—The Farmers Mlg. & Supply Co. will build a 13,000-bu. elvtr. The main building will be 30x30 ft. with a 12x30 ft. driveway. The equipment will include 2 dumps, Western Sheller, Monitor Cleaner for corn and grain, automatic scale, 2 stands of elvtrs., 7x12 bucket, No. 10 Bowsher Feed Mill, manlift, and all self oiling bearings. H. C. Teeter has the contract. The elvtr. will be ready to handle the wheat crop and after the harvest the company will move the Frye Mill, which it bot last December, here where it will be joined to the elvtr.

### INDIANAPOLIS LETTER.

Requests are being sent to all mills and grain men by John P. Willett, a state weight and measure inspector, that they comply strictly with the law in regard to sacking corn. He made charges against a rural miller recently that short weight was given in sacking corn, the latter pleading guilty and paying a fine of \$10.

Fermor S. Cameron, Harley H. Giltner, John S. Pearson, Walter E. Kipp, Harry B. Skillman, R. R. Reagan, Fred H. Schwomeyer, H. Vern Schlosser, Otto D. Kendrick and Wm. Locks of this city, Fred G. Heinmiller, La Fayette, Ind., E. A. Fitzgerald, Cincinnati, O., and Samuel Y. Bingham, Louisville, Ky., have been admitted to membership in the Board of Trade.

## IOWA

Audubon, Ia.—A. J. Leake is building a new office.

Persia, Ia.—Joe Clark is agt. for Wright & McWhinney.

Manning, Ia.—Peter Martens has built a 400-ton coal shed.

Brayton, Ia.—Andrew Rattenborg will be mgr. of the elvtr. here.

Onawa, Ia.—The Farmers Elvtr. Co. has recently built a new office.

La Porte, Ia.—John Krebs has been elected mgr. of the Producers Elvtr. Co.

Hayfield, Ia.—A farmers elvtr. is being favorably considered for this station.

Robertson, Ia.—Ray Strahorn is now in charge of the elvtr. of Geo. Wadsworth.

Henderson, Ia.—W. H. Harbor is contemplating the installation of a Midget Mill.

Kimballton, Ia.—Andrew Rattenborg is no longer agt. of E. Rothschild & Co. here.

Whitten, Ia.—Work is progressing rapidly on the elvtr. which A. J. Mabie is building.

Fonda, Ia.—The Tiedeman Elvtr. Co. has installed a 7½-h. p. electric motor in its elvtr.

Panama, Ia.—The Albers & Pollock Grain Co. has installed a Richardson Automatic Scale.

Galva, Ia.—Mr. Winan has succeeded Hans Seirks as mgr. of the Galva Union Elvtr. Co.

Rowley, Ia.—We have sold to Miller & Hayden who are now in charge.—Hunicken & Starry.

Alden, Ia.—D. K. Paul will manage the elvtr. recently acquired by the Farmers Elvtr. Co.

Coon Rapids, Ia.—The elvtr. of J. J. Gosenbaugh has been moved on its new foundation.

Shenandoah, Ia.—J. L. & J. K. Gwynn are installing a 1,000-bu. Richardson Automatic Scale.

Muscatine, Ia.—A large elvtr. will be erected here by the Merchants Elvtr. Co., of Minneapolis.

Humboldt, Ia.—The Farmers Elvtr. Co. has installed a new leg and a Richardson Automatic Scale.

Sheldon, Ia.—The Quaker Oats Co. is reported to be planning the erection of an elvtr. this summer.

Dunkerton, Ia.—The Farmers Elvtr. Co. will erect a large, up to date elvtr. on the site of the old house.

Thornton, Ia.—The Farmers Inc. Co-operative Ass'n. will install a Hall Signaling Grain Distributor.

Adair, Ia.—Geo. Harry is agt. of the Dav-enport Elvtr. Co., succeeding A. C. Miller who resigned recently.

Dows City, Ia.—H. G. Scott has taken possession of the elvtr. recently purchased from Christ Vollerson.

Lehigh, Ia.—The Farmers Elvtr. Co. will install an electric motor and make extensive repairs on its elvtr.

Forest City, Ia.—The Farmers Co-operative Grain Elvtr. Co. has organized to build an elvtr. this summer.

Mitchell, Ia.—A. Tiedeman is agt. of the Kunz Grain Co. The elvtr. of C. M. Mast is not in operation at present.—X.

Hull, Ia.—A. H. Betts will install new machinery in his elvtr.—H. J. Huibregtse, mgr. Farmers Co-operative Ass'n.

Dedham, Ia.—A 20,000-bu. elvtr. has just been completed for the B. H. Shute Co. by the R. M. Van Ness Const. Co.

Center Point, Ia.—M. M. Strait is now mgr. of the Farmers Co-operative Grain & L. S. Co., succeeding C. Morse.

Estherville, Ia.—Geo. A. Weir is traveling auditor for the great Western Elvtr. Co., succeeding the late Jas. O'Hara.

Corydon, Ia.—F. M. West has remodeled his elvtr., installing Western Shelling, Cleaning and Transmission Machinery.

Boyden, Ia.—The Farmers Co-operative Ass'n will build a new elvtr.—H. J. Huibregtse, mgr. Farmers Co-operative Ass'n, Hull.

Conesville, Ia.—We are at work on our new elvtr. which will contain a dividing dump, one leg and sheller, and can also handle corn to car or crib.—McKee & Abbott.



Madrid, Ia.—Mrs. Carl W. Lundahl, who had been married less than a year to Carl W. Lundahl, of Johnson & Lundahl, died Apr. 16.

Akron, Ia.—Contract has been let by the Hunting Elvtr. Co. to T. E. Ibberson, for a new elvtr. to replace the house burned Mar. 13.

Ladora, Ia.—I am now mgr. for the Ladora Lbr. & Grain Co.—H. L. Schmutz, formerly mgr. Farmers Elvtr. Co., Deer Creek, Ill.

Charles City, Ia.—The Colwell Elvtr. Co. will be formed here. Jas. Colwell, Fred Textleff and Wm. Rouse are soliciting subscriptions.

Humeston, Ia.—The elvtr. of A. Humeston & Sons will be remodeled, wheat dumps added and new shelling machinery installed this summer.

Burlington, Ia.—E. B. Hoover, formerly mgr. of Goffe & Carkener at Lincoln, Neb., has been appointed mgr. of E. W. Wagner & Co.'s wire.

Scranton, Ia.—Davis & Milligan have installed a device in their elvtr. which makes it impossible for an accident to occur when dumping grain.

Harris, Ia.—Greig & Zeeman, of Estherville, have let contract to the Burrell Eng. & Const. Co. for a cribbed elvtr. covered with sheet iron.

Brandon, Ia.—E. C. Wilson has succeeded Will Van Skike as mgr. of the Farmers Co-operative Exchange. L. A. McGrath will assist him.

Lafayette sta. (Alburnette p. o.) Ia.—The Farmers Elvtr. Co., of Alburnette, has let contract to the Newell Const. Co. for a 10,000-bu. elvtr.

McIntyre, Ia.—The Cargill Grain Co., which already owns the south elvtr., has purchased the north elvtr. and will use it as a storehouse.

Meriden, Ia.—Officers of the recently organized Farmers Elvtr. Co. are: T. H. Patrick, pres., D. F. Holly, sec'y and P. P. Kohns, treas.

Magill sta. (Tennant p. o.) Ia.—The Magill Elvtr. Co. is building a new elvtr. The American Supply Co. furnished the complete equipment.

Sioux City, Ia.—The Martens Ketels Mlg. Co. is having plans prepared for a 30x75 ft. warehouse. The building will cost \$3,000 and work will be started at once.

Carnes, Ia.—The Farmers Elvtr. Co., of Alton, is remodeling its elvtr., installing a 1,500-bu. Richardson Automatic Scale. The Younglove Const. Co. is doing the work.

Ontario, Ia.—We are building a new office and changing our scales. We will also make a number of repairs this summer.—Chas. Dinsmore, mgr. Farmers Grain Co.

Highview sta. (Webster City p. o.) Ia.—I have resigned as mgr. of the Farmers Grain Co., effective June 1, and will represent E. W. Wagner & Co. in Iowa.—J. J. French.

Hubbard, Ia.—The Farmers Elvtr. Co. will build a 25,000-bu. elvtr. The Younglove Const. Co. has the contract. A 1,500-bu. Richardson Automatic Scale will be installed.

Bayard, Ia.—The Chas. Dozier Grain Co., of Templeton, is building a 30,000-bu. elvtr., equipped with a 2,000-bu. Richardson Automatic Scale. The Temple-Williams Co. has the contract.

Highview sta. (Webster City p. o.) Ia.—Geo. Martin has resigned as agt. for the Western Elvtr. Co., having been appointed postmaster at Peterson.—J. J. French, mgr. Farmers Grain Co.

Napier sta. (Luther p. o.) Ia.—The Farmers Elvtr. Co. is building a 32x32x20 ft. corn crib with a capacity of 8,000 bus. The company has also built 5,000 bus. additional elvtr. storage.

Morse, Ia.—The Morse Grain & Lbr. Co., incorporated; capital stock, \$25,000; Oscar Casey, pres., M. M. Casey, vice-pres., O. K. Casey, sec'y and Gertrude Casey, treas. Oscar Casey recently bot the elvtr. of E. G. Kettering & Co. and the lumber yards of Wm. Andrews.

Graettinger, Ia.—Work will be started immediately by the Younglove Const. Co., on the elvtr. of the Farmers Elvtr. Co. which is to be completed in 45 days. The building will cost \$7,000.

Audubon, Ia.—Work has been started on the new elvtr. of the Johnson Grain Co. which is to be finished by May 10. The old elvtr. has been razed and the cement foundation laid for the new house.

Bussey, Ia.—The Bussey Elvtr. Co., H. W. Kester, prop., has let contract for a new elvtr. which will be of cribbed construction covered with iron. The Burrell Eng. & Const. Co. has the contract.

Holland, Ia.—We expect to put brace rods thru our elvtr. and build new coal sheds. We will also install an electric motor as soon the wire is run to the town.—J. A. Fonken, mgr. Farmers Elvtr. Co.

Glasgow sta. (Waterloo p. o.) Ia.—The Iowa Real Estate Investment Co. is building a 7,000-bu. elvtr. on the W. C. F. & N. Ry., to be equipped with all modern machinery. The Newell Const. Co. has the contract.

West Berd, Ia.—The Farmers Elvtr. Co. has organized with a capital stock of \$10,000 but has not decided about building. One company can buy either elvtr. here and I think it will buy if the price suits.—Carl Krueger.

Albion, Ia.—Chas. A. Robinson has the foundation laid for his new 40,000-bu. elvtr. which is being built on the site of the old house. A modern corn sheller will be installed in the building, which is to be completed about June 15.

Taintor, Ia.—C. F. Moneyer and myself have bot the elvtrs. of Chas. Miller and will take possession May 1.—W. K. Neill, New Sharon. They will repair and rebuild the north elvtr. this spring and make further improvements next fall.

Blairstown, Ia.—Fire destroyed one of the elvtrs. of the Blairstown Grain Co., Apr. 6, in which a small amount of grain was stored, together with the coal sheds which adjoined. Loss, \$4,500; insurance, \$3,000. The loss has been adjusted.

Pierson, Ia.—We have let contract for a new 25x25 ft. elvtr., installed electric lights in our present elvtr. and office and are building a coal house. Our gain from July 20, 1914 to Mar. 20, 1915 was \$5,280.—Wm. Grettenberg, mgr. Farmers Elvtr. Co.

Sheldahl, Ia.—The Farmers Grain Co. incorporated; capital stock, \$10,000; Arch Frick, pres., H. C. Peterson, vice-pres., D. F. Schaal, sec'y, treas., and mgr. The company has bot the elvtr. of the Central-Iowa Grain Co. of which Mr. Schaal has been mgr. for several years.

Elkhart, Ia.—The Elkhart Grain Co. has taken over the elvtr. of the Central-Iowa Grain Co. The new firm is composed of M. E. Gannon, of Bondurant, F. C. Kelley, M. H. Nash and P. J. Guthrie, the former agt. who will continue as mgr. This is the second farmers elvtr. company here.

Adair, Ia.—The Albers & Pollock Grain Co. is remodeling its elvtr., building a new driveway, putting in cement foundations, installing a manlift and grain distributors. A cob house, covered with sheet iron, will be built next to and over the driveway. The estimated cost of the improvements will exceed \$1,000.

Shopton (Ft. Madison p. o.) Ia.—Lightning struck the elvtr. of W. H. Perrine & Co., in the Santa Fe yards on the night of Apr. 8 and knocked off the end of the roof and a number of shingles. A soaking rain did much to prevent fire starting. Extensive repairs became necessary and the building was made larger, the work being under the supervision of Chas. Johnson, vice pres. of the firm, who resides at Ft. Madison.

## KANSAS

Jewell, Kan.—C. R. Latto, of Beggs, Okla., has bot the elvtr. of H. E. Hill.

Parsons, Kan.—The Rea-Patterson Mlg. Co. will build an elvtr. and warehouse.

Rosalia, Kan.—I expect to build an elvtr. this fall if we have a crop.—B. F. Branson.

Nickerson, Kan.—A. C. Plumb has resigned as mgr. of the Farmers Elvtr. Co. Schroyer, Kan.—F. S. Blair is now mgr. of the Farmers Grain, Stock & Merc. Co.

West Mineral, Kan.—The Kelso Grain Co. has installed a larger engine in its elvtr.

Cuba, Kan.—Vanier & Pelton, of Fairbury, Neb., succeeded A. C. Klaumann & Co. S. W. Jackson will be mgr.

Falun, Kan.—G. A. Forsee expects to build this year.—K. B. R. Mlg. Co., Marquette.

Fairview, Kan.—The Farmers Elvtr. Co. will build a warehouse adjacent to its elvtr.

Meade, Kan.—The L. H. Pettit Grain Co., of Hutchinson, will build an elvtr. at this station.

Aulne, Kan.—The Stevens-Scott Grain Co., of Wichita, has bot the elvtr. of J. L. Wilken.

Iuka, Kan.—The Farmers Elvtr. Co. will sell its elvtr. and go out of the grain business.

Ellsworth, Kan.—The Ellsworth Mill & Elvtr. Co. is making repairs in its elvtr. and plant.

Marquette, Kan.—We will not build any extra storage this year as reported.—K. B. R. Mlg. Co.

Atchison, Kan.—The Blair Mlg. Co. will erect a fireproof office building. Contract has been let.

New Cambria, Kan.—The Farmers Elvtr. Co. is not building an elvtr. here as reported recently.

Garnett, Kan.—There is no elvtr. or mill in operation here at the present time.—H. W. Dewey & Son.

Glen Elder, Kan.—F. M. Kaul & Sons will double the capacity of their elvtr. and install a new engine.

McCracken, Kan.—A farmers elvtr. company has been formed to buy an elvtr. here and at Nekoma.

Blaine, Kan.—We are handling grain here and will build an elvtr. this summer.—Harrington & Cummings.

Cherokee, Kan.—The Kelso Grain Co. has built an addition to its elvtr. and installed a larger engine.

Coffeyville, Kan.—Work has been started on the large reinforced concrete elvtr. of the Rea-Patterson Mlg. Co.

Neola, Kan.—S. H. Guthrie, W. W. Zink and Wm. Tarrant have organized the Neola Elvtr. & Supply Co.

Erie, Kan.—I have sold my elvtr. here to the Farmers Union and will give possession May 1.—R. A. Braik.

Robinson, Kan.—C. A. Geiger has had an iron roof put on his elvtr. to take the place of the old shingle one.

Star Valley (West Mineral p. o.) Kan.—Work will be started soon on an elvtr. for the Kelso Grain Co. of Cherokee.

Hutchinson, Kan.—Two spur tracks are being built to the new 500,000-bu. concrete elvtr. of the Larabee Mlg. Co.

Kinsley, Kan.—The Kinsley Grain & Lbr. Co. is planning to build an elvtr. near its other house which will be remodeled.

Acres, Kan.—We will make some improvement on our elvtr. this year.—O. W. French, mgr. Farmers Elvtr. Mer. Co.

Kanopolis, Kan.—The Farmers Elvtr. Co. of Ellsworth, bot the elvtr. of H. Work here, and will not build as it had intended.

Hugoton, Kan.—Work has been started on the elvtr. of H. B. Wheaton Grain Co. The company will build 3 elvtrs. this summer.

Russell, Kan.—Harvey E. Hanna, mgr. of the Russell Mlg. Co., died Apr. 15 at Kansas City, Mo., from an attack of pneumonia.

Gray sta. (Hanston p. o.) Kan.—We will add coal sheds and a cream station to our elvtr. business this spring. Officers of our company are: John Bauer, pres., J. E. Miller, vice-pres., J. E. Mooney, Jr., treas., and myself, sec'y and mgr.—H. L. Eshbaugh, Farmers Grain & Sply. Co.



Baxter Springs, Kan.—We will complete the building of our 12,000-bu. elvtr. in a week or 10 days.—Brand Dunwoody Mlg. Co., Joplin, Mo.

Stafford, Kan.—The Independent Co-operative Grain & Mercantile Co. incorporated; capital stock, \$10,000. An elvtr. will be built on the Mo. Pac.

Osborne, Kan.—The Farmers Elvtr. Co. is tearing down its old elvtr. and will build a modern 20,000-bu. studded plant. R. M. Van Ness has the contract.

Larned, Kan.—Roy Cunningham, who has been second man, will be promoted to manager of the Pawnee County Grain & Supply Co., succeeding E. Rowe.

Salina, Kan.—The erection of the addition to our grain storage has not been started but the work will probably begin in a short time.—Lee Warren Mlg. Co.

Sterling, Kan.—The International Mills & Elvtr. Co. has let contract for 40,000-bu. additional steel storage to the Jos. F. Wangler Boiler & Sheet Iron Works Co.

Attica, Kan.—The Attica Grain & Elvtr. Co., owned by the Hunter Mlg. Co., will probably be managed by Harry Hunter as soon as the repairs now being made are completed.

Effingham, Kan.—W. R. Smith has bot a part interest in the elvtr. and hardware stock of Sharpless & Snyder and the business will now be operated under our name.—Snyder, Smith & Co.

Brown Spur, Kan.—The Farmers Elvtr. & Merc. Co. has let contract to the White Star Co. for a new elvtr. to be built at once. It will be equipped with a Fairbanks Oil Engine, Richardson Automatic Scales and manlift.

Abilene, Kan.—The Abilene Flour Mills Co. is the style of the firm organized to take over the plant of the Abilene Mlg. Co. J. L. Rodney is pres., B. S. Crumpton is sec'y-treas. and R. W. Arndt, supt. The plant has been thoroly remodeled and put into operation.

Salina, Kan.—The Gypsum Valley Grain Co. of Gypsum City, is building a 15,000-bu. studded elvtr. The equipment includes a Banard & Leas Cleaner, 15-h. p. engine, manlift and a Richardson Automatic Scale. The engine house will be of concrete. The R. M. Van Ness Const. Co. has the contract.

Geneseo, Kan.—Shellenberger & Dubbs of Ransom, will build a large terminal elvtr., equipped for rapid handling of grain, with a double elvtr. leg, 2,000-bu. Richardson Automatic Scales, manlift, cleaner, and power shovel. Work will be started at once by the White Star Co., which has the contract.

Wilson, Kan.—The Hays City Mlg. & Elvtr. Co. of Hays has bot the elvtr. of the Yost Mlg. Co. and will operate it as the Wilson Mlg. & Elvtr. Co. R. B. Ward will be mgr. The plant will be overhauled and the capacity increased. A 100,000-bu. storage addition will probably be built this summer.

Wellington, Kan.—We are building 6 reinforced concrete storage tanks with a capacity of 105,000 bus. The Aetna Mlg. & Elvtr. Co. is building 4 reinforced concrete tanks with a 150,000-bu. cleaning house in the center. The Wellington Mill & Elvtr. Co. is figuring on increasing its capacity but has not determined just what it will do.—Hunter Mlg. Co.

Argentine, Kan.—Contract has been let by the A. T. & S. Fe Ry. Co., to John S. Metcalf Co., for plans of a 2,000,000-bu. storage addition to Elvtr. "A." This addition, which will consist of 28 reinforced concrete tanks, is to be completed for the next crop. When finished the plant will have a total capacity of 4,500,000 bus. in concrete storage, with an additional capacity of 300,000 bus. in the working house. The additional storage will also be equipped with independent turning over legs and the belts and spouting will be arranged to give great flexibility to the storage plant. Work will be started at once, piling contract already being awarded.

Newton, Kan.—When we bot out the old Eagle Mlg. Co. we did not take over the elvtrs.—J. W. Bramblett, vice-pres. Empire Mlg. Co.

## WICHITA LETTER.

The Ray Grain & Com's'n Co. has moved into the Schweiter Bldg.

J. E. Howard was elected city com's'ner and J. W. Craig, of the J. W. Craig Grain Co., to serve on the school board.

The Stevens-Scott Grain Co. will build 4 new elvtrs. near this city this summer. The stations have not been decided upon.

The Red Star Mill & Elvtr. Co. will probably increase its storage capacity if the City Commission allows it to close up at alley near its building.

## KENTUCKY

Louisville, Ky.—W. A. Thomson has succeeded Henry D. Ormsby, who recently resigned as a director of the Board of Trade.

Henderson, Ky.—A. Waller & Co. have let contract to the Burrell Eng. & Const. Co. for a 100,000-bu. reinforced concrete elvtr.

Hopkinsville, Ky.—The Southern Cereal Co. is erecting a new plant to cost \$16,000 and to be used for the manufacture of cereal breakfast food.

Calvert City, Ky.—The Calvert Mlg. Co. incorporated to deal in grain and operate a mill; capital stock, \$3,500; incorporators, W. H. Boulard, J. H. Lee, B. T. Willoughby and others.

Stephensport, Ky.—The 15,000-bu. elvtr., which I am building, is wood, covered with iron, with 9 bins, concrete foundation, and conveyor to the L. S. & L. R. R. track.—H. A. Dutschke.

## LOUISIANA

New Orleans, La.—The decision as to whether the Public Belt Com's'n or the Dock Board will own the proposed public elvtr. will be announced shortly.

## MARYLAND BALTIMORE LETTER.

Finley Barrrell, of Chicago, was recently admitted to membership in the Chamber of Commerce.

Work will soon be started on the \$800,000 elvtr. of the Western Maryland Ry. Co. to be built at Port Covington.

Gill & Fisher secured first choice of the grain tables on the floor of the Chamber of Commerce at the auction Apr. 5.

## MICHIGAN

Ottawa Beach, Mich.—The Michigan State Millers Ass'n will hold a convention here June 24 to 27.

North Star, Mich.—The Ithaca Mlg. Co. has purchased a Hall Signaling Grain Distributor for its elvtr.

Onaway, Mich.—C. M. Bullock, who lost his elvtr. by fire Apr. 3, will engage in the grain business again.

Pigeon, Mich.—The Pigeon Elvtr. Co., composed of the Wallace & Orr Co. and F. W. Merrick, has long been in business here, and is not the Pigeon Co-operative Elvtr. Co., referred to in this column Apr. 10 as intending to start in business by Sept. 1.

Jonesville, Mich.—We have no elvtr. at present but expect to do some grain and fuel business. This is an incorporated organization of farmers for shipping live stock and buying all commodities used on the farm.—Ellsworth Lovell, sec'y-treas. Associated Farmers Co.

## MINNESOTA

New Germany, Minn.—A farmers elvtr. company will be organized here.

Currie, Minn.—Farmers are organizing to build an elvtr. at this station.

Sacred Heart, Minn.—O. H. Collin bot the elvtr. of the Eliason Grain Co. Apr. 1.

Watertown, Minn.—An elvtr. will be built here this summer.—Farmers Elvtr. Co., Waverly.

Springfield, Minn.—Chas. Davis, of Gary, S. D., has bot the elvtr. of the North Star Grain Co.

Le Sueur Center, Minn.—The Farmers Equity Society has an option on the elvtr. and mill of Smith & Wilson.

Alexandria, Minn.—S. D. Johnson has resigned as wheat buyer for the Atlantic Elvtr. Co. on account of illness.

Barnum, Minn.—Caspar Green & Son, elvtr. operators at Morgan, may establish a feed mill and warehouse here.

Lakeville, Minn.—The J. J. Hynes Elvtr. Co. operates a 25,000-bu. elvtr. here with M. J. Kelly in charge.—Claro Mlg. Co.

Crookston, Minn.—We will build a 65,000-bu. elvtr. on the G. N. Ry. in connection with our mill.—Crookston Mlg. Co.

Hawley, Minn.—I am now agt. for the Duluth Elvtr. Co., successor to L. McClay, who resigned Feb. 22.—J. E. Harrington.

Vernon Center, Minn.—Hubbard & Palmer Co. is wrecking the old elvtr. and will replace it with an up-to-date house.

Gillilan (Morgan p. o.), Minn.—Chas. O. Gilfillan has bot the elvtr. of O. L. Meine and will overhaul and improve it immediately.

Olivia, Minn.—David Simons & Son, of Raymond, have bot the plant of T. H. McGinty which he has been operating as the Olivia Roller Mills.

Cleveland, Minn.—Chas. Bauer is temporarily in charge of the elvtr. of the Commander Elvtr. Co. during the absence of the agt., M. S. Burns.

Fertile, Minn.—The Farmers Elvtr. Co. recently bot the elvtr. of the Thorpe Elvtr. Co. which it had leased and was operating in connection with its own house.

Graceville, Minn.—Frank Baker is agt. for Dwight M. Baldwin, Jr., succeeding E. R. McDonald, who is now mgr. of the Sudbury Flour Mills Co. of Sudbury, Ont.

Maynard, Minn.—The elvtr. of the Duluth Elvtr. Co. is being wrecked. The material will be shipped to Harold (Crookston p. o.) to be used in another building.

St. Cloud, Minn.—The Great Northern Flour Mills Co. will continue operating its 175,000-bu. elvtr. which was saved when the mill burned Feb. 16. Contract has been let for a 600-bbl. fireproof mill.

Walnut Grove, Minn.—Swoffer & Swoffer will build a 25,000-bu. elvtr. to replace the plant they now operate. It will be strictly modern and will be commenced at once by T. E. Ibberson, who has the contract.

Echo, Minn.—Contract for our new elvtr. to replace the one burned Dec. 24, 1914, has been let to the Younglove Const. Co. Work will commence May 1 and the house will be completed July 1.—Echo Mlg. Co.

Fergus Falls, Minn.—The Red River Mlg. Co. has completed plans for a new plant to replace the one burned Mar. 10. Contracts will be let soon for the new building which is to be completed about Aug. 1.

Kenyon, Minn.—The Kenyon Farmers Merc. and Elvtr. Co. is remodeling its elvtr. into an up-to-date house. The elvtr. will be closed during the installation of a new elevating system, hopper and other improvements.

Owatonna, Minn.—The J. Swan Co. has sold its elvtr. on the C. N. I. & P. and it is now closed. We have remodeled our elvtr., putting in a cleaning machine, power shovel and elvtr. leg to unload wheat from cars.—L. G. Campbell Mlg. Co.

Winsted, Minn.—The bids will be called about Apr. 23 for our new elvtr. Our officers are: Fred Fasching, pres., M. P. Campbell, vice-pres., M. Prasschner, sec'y, and Ferd Rhoda, Jr., treas.—Farmers Elvtr. Co., per J. W. Thomes.

Glyndon, Minn.—The elvtr. of the Monarch Elvtr. Co., containing 4,000 bus. of wheat, oats and barley, was destroyed by fire recently. Loss \$4,000. It was built in 1882 by the farmers, but had been operated by other firms for years.



Mankato, Minn.—The Hubbard Mfg. Co. will build several concrete storage tanks which will have its total storage capacity 700,000 bus. Contract has been let.

Ada, Minn.—The Norman County Farmers Elevtr. Co. has let contract to D. F. Hoag & Co. for a 25,000-bu. cribbed elevtr. with 12 bins, 2 legs, 2 Gerber Distributing Spouts, manlift, 15-h. p. oil engine, cleaner, automatic and wagon scales, wood roof and sides.

Barrett, Minn.—The Farmers Elevtr. Co. has let contract to C. H. Benson for a 25,000-bu. cribbed elevtr. Equipment will include 15 iron clad bins, 15 h. p. gasoline engine, manlift, cleaner, 2 stands of elevtrs., 2 Gerber Distributing Spouts, rope drive, automatic scale and dump scale, with concrete foundation. E. P. Erickson will continue as mgr.

Campbell, Minn.—The Winter-Truesdell-Ames Co. has let contract to Honstain Bros. for a 30,000-bu. cribbed elevtr., with 16 bins, 100-bu. hopper scale on the work floor, cleaner, manlift, well casing loading spout, 1 leg, 6x12 cup on No. 77 double chain and a Gerber Distributing Spout. An iron clad office, 14x22 ft., will be built adjacent. This elevtr. will replace the house burned Mar. 11.

#### DULUTH LETTER.

John T. Pugh, asst. mgr. of the Van Dusen-Harrington Co., died Apr. 18 from pernicious anaemia.

Mrs. Ward Ames, wife of Ward Ames, Jr., vice-pres. of the Barnes-Ames Co., died Apr. 5, in California.

The Hagen-Berg Co. incorporated; capital stock \$100,000; incorporators, Thorwald H. and Florence A. Hagen of Duluth, and Herman L. Berg of Minneapolis. Mr. Hagen has been mgr. for Stair, Christensen & Timmerman here for several years and will be succeeded by W. A. Dinham. The new firm will do a grain com'n business here and at Minneapolis.

#### MINNEAPOLIS LETTER.

Thos. G. Sinnott, former member of the Chamber of Commerce, died Apr. 9 at Brooklyn, N. Y.

A meeting of the creditors of the P. B. Mann-Anchor Co. will be held Apr. 27.—Alex McCune, Referee in Bankruptcy.

G. F. Piper has posted his membership for transfer to M. E. Grant, W. D. Gregory to H. L. Berg and J. R. Martin to Chas. J. Martin.

John Washburn was elected pres. of the Washburn-Crosby Mfg. Co., succeeding Jas. S. Bell, deceased. Jas. Ford Bell will take Mr. Washburn's place as vice-pres.

H. Wehmann Grain Co., has established a grain receiving and shipping dept. with M. E. Grant, who has been with Van Dusen-Harrington Co. for the past 5 years, in charge.

The elevtr. of the Huhn Elevtr. Co. was burned Apr. 16, the fire starting, according to one report in the engine room, and according to another in an elevtr. boot. Pulling open one of the doors to the engine room to get out some valuable tools the son of the engineer let in air that combined with the heated gases in an explosion that blew out one of the walls. Night Watchman John Nylander poured buckets of water into the blazing boot without effect. Subsequent minor explosions carried the flames to the top of the building, 190 ft. high. As brands were falling on them 50 cars loaded with wheat were drawn to safety. One car of flaxseed burned too rapidly. The engine house and working house, of crib construction, were completely destroyed, the only part saved being two brick tanks 10 ft. high containing 50,000 bus. of wheat each. These were not damaged. The burned working house contained 245,000 bus. of wheat. Loss on building and machinery, \$125,000; on grain, \$230,000. The grain was fully insured and the building was covered with \$76,000. The damaged wheat is being handled for the account of the underwriters by the Brooks Elevtr. Co.

The Interstate Terminal Elevtr. will undergo extensive repairs and alterations. T. E. Ibberson will do the work.

#### ST. PAUL LETTER.

Lende's bill placing grain exchanges under the regulation of the state railroad and warehouse commission was killed in the senate com'te.

Plans for the proposed farmers terminal elevtr. will be submitted to City Com'sner Goss with a view to securing a site. The erection of a \$100,000 flour mill is also planned.

Decisive defeat was meted out to A. F. Teigen's antitrust bill H. F. 408, by the lower house. It was taken up as a special order on motion of its author, put on its final passage, and lost yeas 52, nays 68.

The Minnesota House by vote of 82 to 9 passed Magnus Johnson's bill to prohibit discrimination in the buying of grain at country stations, compelling line elevator companies to pay the same price at all points, freight considered.

One cent per \$100 on future delivery grain transactions is the tax voted by the Minnesota House Apr. 21, 68 for to 30 against. On stocks the tax will be two cents. It applies to exchange transactions, except cash grain. The bill has yet to pass the senate.

Regulation of telephone companies by the state railroad and warehouse commission will become effective July 1, Governor Hammond having signed the Minette 'phone bill. Experts will be employed to advise the commission as to the proper rates for service.

The house bill abolishing the present fee system of the state weights and measures dept. was passed without a dissenting vote. This bill was introduced by Representatives C. L. Stevens, G. B. Bjornson and F. E. Nimocks with an amendment reducing the appropriation for carrying on the work from \$35,000 to \$30,000 a year.

### MISSOURI

Eldon, Mo.—An elevtr. will probably be built here.

Foster, Mo.—This is a first class location for a grain elevtr.—X.

Russellville, Mo.—Hunsaker & Co. will build a 5,000-bu. elevtr.

Buckner, Mo.—T. J. Hedrick will build a 40,000-bu. concrete elevtr.

Fortuna, Mo.—O. W. Carter is contemplating the erection of an elevtr.

St. Joseph, Mo.—The Union Terminal will build a large elevtr. near its office.

Holden, Mo.—The Holden Mill & Elevtr. Co. is installing new machinery.

Russellville, Mo.—Farmers are discussing the erection of a large grain elevtr.

St. Joseph, Mo.—The Burlington Public Elevtr. Co. is contemplating the addition of 200,000 bus. storage to its 300,000-bu. elevtr.

Wayland, Mo.—Wm. & Chas. Winkelman will install a No. 4 Side Hopper Boss Car Loader.

New Hampton, Mo.—W. J. Ebersole will build a cribbed elevtr. covered with sheet iron and has let contract to the Burrell Eng. & Const. Co.

La Russell, Mo.—Lon Adams, sec'y of the Forsythe Mfg. Co., and brother of Art Adams, pres., was killed Apr. 8, by being caught on a line shaft.

Corder, Mo.—R. C. Frerking has commenced work on his 20,000-bu. reinforced concrete storage tanks which he is building adjacent to his elevtr.

Seymour, Mo.—A tornado damaged the plant of the Seymour Mill Co. Apr. 8, to the extent of \$8,000. The roof was carried away and other damage done.

Mayview, Mo.—The elevtr. we will build will be a 30,000-bu. studded house, covered with corrugated iron.—Hugo A. Brueggelmann, local mgr. Eagle Mill Elevtr. Co.

St. Louis, Mo.—The Saxony Mills suffered a \$10,000 damage when their basement was flooded in an effort to check a fire recently.

Seneca, Mo.—The Seneca Mfg. & Elevtr. Co. incorporated; capital stock \$120,000; incorporators, D. C. McDonough, M. Witters and others. The new firm will operate the elevtr. and mill formerly operated by the Seneca Mill & Elevtr. Co.

Silex, Mo.—The organization of the Farmers Elevtr. Co. has just been completed and the charter received Mar. 30. Building will be started as soon as the site can be secured from the railroad company.—R. E. Williams, sec'y.

Rockville, Mo.—The Rockville Equity Grain Co. will build a 15,000-bu. elevtr. providing satisfactory arrangements with the railroad can be made for a site. J. C. Brocker is pres., W. F. Finkland, sec'y-treas. and C. L. Roberts, mgr.

Bates City, Mo.—J. B. Williamson is building a 5,000-bu. studded elevtr. Jas. L. Tipton, of Kansas City, is furnishing the complete machinery equipment, which consists of a Western Sheller, Invincible Cleaner and a 16-h. p. oil engine.

New Hampton, Mo.—We have let contract to the Burrell Eng. & Const. Co. for a 10,000-bu. cribbed elevtr., equipped with an automatic scale, manlift and cleaners. The house is to be completed by June 1.—Bethany Mill & Elevtr. Co., Bethany.

Camden Point, Mo.—The elevtr. for which the J. I. Frederick Grain Co., of St. Joseph, recently let contract, will be a 7,500-bu. studded house. Jas. L. Tipton is furnishing the complete machinery equipment. The plant is now in course of construction.

Hughesville, Mo.—J. S. Baltzell, who has been mgr. of the Farmers Elevtr. Co., has acquired all of the firm's stock and will operate under his own name. The Farmers Elevtr. Co. extended a vote of thanks to Mr. Baltzell for his good management of its business.

Bolivar, Mo.—I have painted my elevtr. and will build a larger shipping bin in the top. The elevtr. head will be raised 15 ft. which will enable me to load a car of grain in much less time. A new boot, larger cups and extra belts will be installed. All repairs will be completed before the new crop begins to move.—T. H. Jarman.

Macon, Mo.—Work has been started on the 5,000-bu. elevtr. and feed mill of Chas. Burkhart. Jas. L. Tipton is furnishing the plans and complete machinery equipment which includes a 35-h. p. Wagner Motor, 3 pair high Wolf Corn Roll and Meal Bolt, 600-bu. Western Sheller and Cleaner and a 1,000-bu. Richardson Automatic Scale.

Bethany, Mo.—The plant of the Bethany Mill & Elevtr. Co. has been traded to H. L. Corder, of Madison, Kan. W. T. Lingle, who has been operating it under lease, will continue as lessee. The Burrell Eng. & Const. Co. has the contract for a 12,000-bu. cribbed elevtr., equipped with an automatic scale, cleaners and manlift. The house is to be completed by June 1.

Houstonia, Mo.—The Houstonia Grain Co. is building a 15,000-bu. elevtr., of 4 steel tanks furnished by the Perfection Metal Silo Co. It will have concrete hoppers bins, office and work house. The equipment will include a Barnard & Leas Cleaner, Fairbanks Engine, Richardson Automatic Scale and Hastings Manlift. G. H. Birchard has the contract. F. H. Tuck is pres. and F. W. Sewell, sec'y of the firm.

New members who have joined the Missouri Grain Dealers' Ass'n during the month of April are: Wm. McCullough & Son, Belleflower, Mo.; Hannibal Milling Co., Hannibal, Mo.; Carter, Shephard Mfg. Co., Hannibal; W. E. Mitchell, La Grange; Haney & Wiss, Canton; Hill & Gibbons, Alexandria; J. Q. Adams, Memphis; Maywood Elevtr. Co., Maywood; Shelbyna Mfg. Co., Shelbyna; W. H. Tenney, Shelbyna; O'Donnell Bros., Shelbyna; Beaudreau Bros., Ewing; J. M. Lyon & Son, Clarence; John Monsers, Smithton; L. P. Fairfax, Otterville; Stover Mfg. Co., Stover; W. E. Harvey, Eldon; Barnett Elevtr. Co., Barnett, and Holden Mill & Elevtr. Co., Holden, Mo.



Dresden, Mo.—We are building a 15,000-bu. frame elvtr. covered with iron and equipped with a gas engine and a 500-bu. hopper scale. The building will be completed by June 1.—Gowell & Shacklett.

## KANSAS CITY LETTER.

Smith, Vincent & Co., of St. Louis, have opened an office in the Postal Bldg. C. W., J. V. and H. D. Smith will look after the business here.

Attorney General Barker has given instructions for a suit to be prepared against the exchanges, charging them with unlawfully collecting fees for weighing grain.

The new 500,000-bu. concrete elvtr. of the Chicago & Alton R. R. is now being built and replaces the elvtr. burned July 24, 1914. It will be completed by July 1 and will be operated by the Alton Grain Elvtr. Co. which has been incorporated, with a capital stock of \$105,000, by E. F. Swinney, E. D. Fisher and W. M. Corbett. A 1,000,000-bu. addition will be built next year.

The following appeared in the "Forty Years Ago" column of the Kansas City Times recently and was not intended as a present day news item: "The Advance Elvtr. & Hominy Mill at the foot of Fifth St. in West Kansas City, formerly run by Branham & Sons, has been leased by W. E. Croysdale, who will continue and enlarge the business. The mill has a meal and corn chop capacity of 1,200 bus. a day." The present Croysdale Grain Co., however, is not interested in an elvtr., and does a strictly commission business.

## MONTANA

Ingomar, Mont.—The elvtr., which the Musselshell Valley Grain Co. will erect, will have a capacity of 12,000 bus.

Gage, Mont.—Contract for the elvtr., to be built for the Roundup Elvtr. Co., of Roundup, has been let to the Globe Const. Co.

## NEBRASKA

Emerson, Neb.—I. A. Olmstead has resigned as agt. for Oscar Bring.

Helvey, Neb.—Walter Davis has resigned as agt. of the Lincoln Grain Co.

Rising Sun, Neb.—Chas. Barker has bot the elvtr. of the Updike Grain Co.

Giltner, Neb.—The Farmers Elvtr. Co. incorporated; capital stock \$25,000.

Creston, Neb.—Walter H. Schroeder is now agt. for Nye Schneider Fowler Co.

Union, Neb.—McCarthy & Sturm have installed a Challenge Dump in their elvtr.

Columbus, Neb.—C. C. Sheldon will build a new elvtr. Contract has not been let.

Hastings, Neb.—Fred W. Elder has moved his office to Room 12, Madgett Bldg.

Endicott, Neb.—The Endicott Equity Exchange is making needed repairs on its elvtr.

Falls City, Neb.—Vivian Mayfield has secured a position in the elvtr. of Albert Maust.

Pickrell, Neb.—The Farmers Elvtr. Co. will build coal sheds in connection with its new elvtr.

Panama, Neb.—Martin Nieveen has taken charge of the elvtr. owned by his father, N. Nieveen.

Swanton, Neb.—The elvtr., which L. F. Ellermeier is building, will have a capacity of 80,000 bus.

Schuyler, Neb.—We expect to build an elvtr. this fall.—Edw. W. Zerzan, mgr. Farmers Grain Co.

Alma, Neb.—Victor Snyder bot the elvtrs. here and at Everson sta. (Huntley p. o.) from W. H. Lewis.

Tobias, Neb.—H. W. Ellermeier has succeeded Albert Pratt as agt. of the W. T. Barstow Grain Co.

Stratton, Neb.—The Farmers Grain, L. S. & Supply Co. has placed Wm. Dahke in charge of its elvtr.

Arbor sta. (Davey p. o.) Neb.—I am operating the elvtr. of Nye Schneider Fowler Co.—R. O. Johnson.

Shea, Neb.—The elvtr. of the Lincoln Grain Co. has been purchased by a newly formed equity company.

Wayne, Neb.—Fred Hassman is no longer agt. for P. B. Mann-Anchor Co. and is now located at Sioux City, Ia.

Barneston, Neb.—The recently organized farmers elvtr. company will buy one of the line company elvtrs. here.

Loomis, Neb.—The Loomis Mill & Grain Co. has decided not to rebuild its plant which burned Dec. 4, 1914.

Palmer, Neb.—I succeeded C. H. Grammer Apr. 1, as mgr. of the Farmers Co-operative Ass'n.—John Kosparie.

Hastings, Neb.—The office of the Armour Grain Co., Frank Theis, mgr., has been moved to the new Cramer Bldg.

Omaha, Neb.—The Droge Elvtr. Co. had 11 sacks of feed and considerable corn stolen from a freight car recently.

Omaha, Neb.—Carl Lininger, formerly with Logan & Bryan, is now actively engaged in the cash grain business.

Columbus, Neb.—I am in the grain brokerage business here operating as the Columbus Grain Co.—O. C. Beaman.

Lexington, Neb.—Work on the plant of the Lexington Mill & Elvtr. Co. has been delayed on account of the weather.

Maimo, Neb.—I have sold my elvtr. to the Farmers Union Co-operative Co., giving possession May 1.—J. H. Holtorf.

Nebraska City, Neb.—The Bartling Grain Co. is building a 20,000-bu. addition to its elvtr. G. H. Birchard has the contract.

North Bend, Neb.—The North Bend Mlg. Co. is making extensive repairs, including a new engine room, new engine and boiler.

Belgrade, Neb.—The elvtr. owned and operated by the Trans-Mississippi Grain Co. burned Apr. 8 with about 5,000 bus. of grain.

Benedict, Neb.—We will probably build a large reinforced concrete elvtr. as we want something substantial. — Farmers Grain Ass'n.

Tecumseh, Neb.—J. W. Mackie has bot the interest of his partner, C. F. Hardy, in the elvtr. operated as the Tecumseh Mlg. Co.

Davey, Neb.—The Farmers Elvtr. Co., which recently organized, is building a 15,000-bu. studded elvtr. G. H. Birchard has the contract.

Ragan, Neb.—The Farmers Grain & General Shipping Ass'n is taking out its hopper scale and installing a Richardson Automatic Scale.

Geneva, Neb.—The Hynes Elvtr. Co. is putting in a motor drive and installing machinery furnished by the York Foundry & Engine Works.

Wolbach, Neb.—The Farmers have organized a company and plans are being made for the erection of an elvtr. F. M. McCormick is sec'y.

Friend, Neb.—The recently organized farmers elvtr. company is planning to build an elvtr.—Farmers Co-operative Grain & L. S. Co., Dorchester.

Cairo, Neb.—H. T. Ingalls has let contract to I. J. Herring for a modern Marvel Midget Mill plant which will be used in connection with his elvtr.

Malcolm, Neb.—A. Oterman, who has been agt. for the Foster Grain Co., leased the elvtr. and will conduct the grain business on his own account.

Bancroft, Neb.—Our elvtr. will receive a general overhauling and new spouting in addition to the foundation we are putting under it.—Farmers Grain Co.

College View, Neb.—The W. T. Barstow Grain Co. will remodel a corn crib attached to its elvtr. so that it will have 10,000 bus. additional wheat storage capacity.

Belden, Neb.—The elvtr. of John McQuillan is being placed back on its foundation. This house was knocked from its foundation Feb. 11 by a loaded grain car.

Seward, Neb.—The Farmers Elvtr. Co. will build an elvtr. here.

Elyria, Neb.—The Farmers Elvtr. Co. is building a 15,000-bu. studded elvtr. R. M. Van Ness Const. Co. has the contract.

Beaver Crossing, Neb.—The W. T. Barstow Grain Co. will build a 300-ton coal shed and is contemplating the erection of a 16x30x28 ft. additional storage bin.

Oakland, Neb.—The Farmers Educational & Co-operative Union will take over our elvtr. as soon as it raises enuf money.—E. V. Anderson, mgr. Farmers Grain & L. S. Co.

Roseland, Neb.—The Koehler-Twidale Elvtr. Co. has installed a 10-h. p. Fairbanks-Morse Horizontal Engine in its elvtr. here.—M. J. Stoetzel, mgr. Roseland Grain & Sply. Co.

Shelby, Neb.—The new Shelby Grain Co., which recently bot the elvtr. of the Trans-Mississippi Grain Co., is composed of A. C. Dunning, formerly agt., D. C. Cole and John Rathburn.

Red Cloud, Neb.—The 20,000-bu. reinforced concrete elvtr., warehouse and mill, which the Amboy Mlg. & Elvtr. Co. is building, are almost completed and will be in operation in a short time.

Valparaiso, Neb.—I have charge of the elvtr. of the Omaha Elvtr. Co. as well as the lumber yard of Searle & Chapin Lbr. Co., after being out of the grain business for 4 years.—Martin W. Spence.

Gresham, Neb.—H. L. Aden has let contract to I. J. Herring for a modern 15,000-bu. iron clad elvtr. The equipment will include a coal oil engine and passenger elvtr. All bins will have concrete bottom.

Nickerson, Neb.—The Farmers Union Co-operative Ass'n has built an addition to its office and now has a private and general office. A Hall Distributing Spout and Non-chokable Boot have been installed.

Elkhorn, Neb.—The 30,000-bu. elvtr. of the Elkhorn Grain Co., Seefus & Deerson, props., containing 7,000 bus. of grain, burned Apr. 16. The loss is about \$12,000 which is partly covered by insurance.

Motala (Minden p. o.) Neb.—The Farmers Grain & Supply Co. is building an 18,000-bu. elvtr. which will be completed July 1. G. H. Birchard has the contract. Report states that Frank Saum, formerly a grain man in this territory, will be mgr.

Carleton, Neb.—We expect to put an automatic scale in our elvtr. this summer. Do not know of any new elvtrs. to be built here as reported. Our officers are: F. D. Beck, pres., Henry Schardt, treas., H. F. Smith, mgr., and myself, sec'y.—W. E. Flory, Farmers Society of Equity.

Ord, Neb.—Irving D. Ewart, of Lincoln, has been appointed mgr. of the new Farmers Grain & Sply. Co. which recently bot an elvtr. J. C. Meese, is pres., D. E. Strong, sec'y and John G. Bremer, treas. A flour and feed warehouse will be built now and coal bins will be added later.

Memphis, Neb.—The jury decided in favor of the Farmers Union Co-operative Ass'n against Anderson & Malzen in a suit recently. The farmers had let contract for an elvtr. but were unable to secure the site which the railroad had given them which is used by Anderson & Malzen as a coal yard. The defendants are ordered to vacate.

Carroll, Neb.—The Farmers Union has organized and raised the money to buy an elvtr. if price is satisfactory and if not, it will build. The company will handle grain, flour, feed, coal and machinery. We have closed our house here for the season. Bagley-Renard & Co. have installed a grinder in their elvtr.—H. Fitz Simmons, agt. P. B. Mann-Anchor Co.

Blaine Siding (Hastings p. o.), Neb.—The Farmers Grain & Supply Co., of Hastings, has let contract to I. J. Herring for a modern 12,000-bu. iron clad elvtr. The rod girts, window casings and outside parts will be covered with galvanized iron. The equipment will include a 10-h. p. oil engine, passenger lift, a 1,000-bu. Richardson Automatic Scale and concrete bottoms in all storage bins.



Tamora, Neb.—The recently organized Farmers Grain & Coal Co. incorporated; capital stock, \$25,000; incorporators, Chas. Gladwish, J. W. Meek and others.

Polk, Neb.—The recently organized Farmers Grain & Stock Co. incorporated; capital stock, \$25,000; incorporators, F. A. Adelson, A. Dueker, I. T. Samuelson, sec'y, and others.

St. Michael, Neb.—Ingalls & Hill have wrecked the elvtr. which they bot from G. E. Norwood and let contract to I. J. Herring for a modern 12,000-bu. fireproof house on the site.

Harvard, Neb.—Emil Bauer, former mgr. of the Harvard Co-operative Grain & L. S. Co., surrendered himself to the authorities Apr. 10. He will be tried for an alleged shortage of \$30,000. A \$500 check, signed by J. E. Brown, which is the name of a man employed with Mr. Bauer several years ago, was received by a bank here a few days ago. The farmers company has filed a voluntary petition in bankruptcy.

Roseland, Neb.—The new iron clad elvtr. which we will build on the site of the old house, will have a capacity of 20,000 bus. and will be 68 ft. at the highest point. The concrete foundation will be 30x30 ft. with hopper bottom and pit. The equipment will include a Barnard & Leas Cleaner, Richardson Automatic Scale, a 12-h. p. Fairbanks-Morse Gasoline Engine, manlift and double elvtr. legs. The building will be rat proof and will be completed in time to handle the new crop.—M. J. Stoetzel, mgr. Roseland Grain & Sply Co.

#### LINCOLN LETTER.

Lincoln, Neb.—E. A. Lyon succeeded E. B. Hoover as mgr. of Goffe & Carkener's office.

Lincoln, Neb.—The Hunter bill, which is aimed at future trading in grain in Nebraska, is being considered by the Nebraska Legislature. Commission firms of Omaha, Lincoln and other Nebraska points are here with a protest against the measure. Ex-Mayor Miles, of Hastings, is the attorney for the grain interests.

Lincoln, Neb.—A fine of \$50 to \$500 is provided in the new Nebraska warehouse law for storing grain free. "Any grain elevator or warehouse in which grain is held in storage for a period longer than ten days, except when sold on contract, for private parties, whether for compensation or not, is hereby declared a public warehouse." Thus storing grain more than ten days makes an elevator a public house, which by the law must make a charge of not less than 1½ cents per bushel for the first 15 days on all grain received by wagon. This law is likely to be the death of free storage in Nebraska.

#### NEW ENGLAND

Palmer, Mass.—The Cutler Grain & Coal Co. will install new equipment for handling coal.

Chelsea, Vt.—Leroy Sleeper, formerly in the grain business here, died at Montpelier Apr. 11.

New Bedford, Mass.—Chas. D. Thornton, a well known grain dealer, died Apr. 2 from pneumonia.

Marlboro, Mass.—The plant of the J. P. Steele Grain Co. was set on fire April 5 by Wm. Fortier.

Woonsocket, R. I.—The A. Mowrey Co. will have its new grain warehouse completed in a short time.

Holyoke, Mass.—Levi A. Childs, formerly in the grain business here, died Apr. 11 at West New Brighton, N. Y.

Newport, R. I.—Mackenzie & Winslow, of Fall River, Mass., have purchased the 40,000-bu. elvtr. of H. L. Marsh & Co.

Bangor, Me.—The Jas. Milliken Co. incorporated; capital stock, \$10,000; incorporators, W. D. Eaton, pres. and Jas. Milliken, treas.

West Pittsfield (Pittsfield p. o.) Mass.—R. H. & S. J. Coty, for many years with the Shaker Mill, which was destroyed by fire Apr. 7, have bot the business and will handle grain and seeds.

Spencer, Mass.—Arthur B. Bacon, a former grain man, died Apr. 4 at the age of 68.

#### NEW MEXICO

Clovis, N. M.—The elvtr. of Burdick & Stone has just been completed by the White Star Co.

#### NEW YORK

##### BUFFALO LETTER.

The new 1,000,000-bu. elvtr. of the Ralston Purina Co., of St. Louis, Mo., is now in operation.

Dudley M. Irwin and E. M. Husted were elected directors of the Corn Exchange for 3 years at the annual election. Wm. J. Heindol was re-elected for the same term.

The Eastern Grain, Mill & Elvtr. Corporation will build a \$226,700 concrete elvtr. between the Buffalo River and the Lake Shore Railroad. Work will be started at once.

##### NEW YORK LETTER.

Frederick V. Dare, formerly of F. V. Dare & Bro., died recently at the age of 65.

Geo. S. Jackson, Baltimore, Md., Edwin W. Shields, Kansas City, Mo., Apjar Von Stolk, Rotterdam, Geo. R. Dyer and John R. Miller have applied for membership in the Produce Exchange.

The North American Grain Co. has been incorporated with a capital stock of \$50,000 by Geo. W. Blanchard and Chas. Griffith, who have severed their connection with the British Empire Grain Co. The new firm has opened an office in the Produce Exchange Bldg. and will conduct an export business.

#### NORTH DAKOTA

Tokio, N. D.—Another grain elvtr. is being built at this station.

Regent, N. D.—I am agt. for the Empire Elvtr. Co.—F. L. Schuebly.

Parkins sta. (St. Anthony p. o.), N. D.—The farmers will build an elvtr.

Coulee, N. D.—A farmers elvtr. company will be established at this station.

Portal, N. D.—Herman Ehler, of Stewart, Minn., bot an elvtr. here recently.

Whitman, N. D.—The elvtr. of the Spaulding Elvtr. Co. was destroyed by fire Apr. 14.

Bowdon, N. D.—N. C. Nelter is no longer agt. for the Andrews Grain Co., having moved to Alice.

Coulee, N. D.—The new 30,000-bu. elvtr. of the Cullen Elvtr. Co., of Leeds, is being rushed to completion.

Dodge sta. (no p. o.), Dunn county, N. D.—We will build a 40,000-bu. elvtr. here this summer.—Star Elvtr. Co., Jamestown.

Newman sta. (Prosper p. o.), N. D.—I am agt. for the Amenia & Sharon Land Co., operating a 32,000-bu. elvtr.—J. H. Potter.

Minot, N. D.—The Winter-Truesdell-Ames Co., of Minneapolis., will open a branch office with A. Kannenberg in charge.

Tolley, N. D.—The elvtr. operated by the Farmers Elvtr. Co. of which John A. Johnson was mgr. which burned recently, will be rebuilt.

Monango, N. D.—Monango Equity Union incorporated; capital stock, \$10,000; incorporators, John Thorn, Jacob F. Gebhart, Bruce Scott and others.

Rogers, N. D.—The accident, resulting in death of Chester A. Kirkman, as reported in this column Apr. 10 occurred at this station and not at Wimbledon.

Chama, N. D.—E. D. Evans, of Volga, S. D., has succeeded W. W. Whipple as mgr. of the Farmers Elvtr. Co.—H. B. Zeller, Farmers Grain Co., Glendive, Mont.

Tipperary (no p. o.), N. D.—Work on a siding will be commenced by the Great Northern Ry. soon so that grain elvtrs. may be built to handle the next crop. This is a new town.

Knox, N. D.—The elvtr. of the Winter-Truesdell-Ames Co. is being wrecked by Honstain Bros. and will be rebuilt at Paulson (no p. o.) on the Great Northern R. R.

Wing, N. D.—The elvtr. of the Federal Elvtr. Co., containing about 10,000 bus. grain, was destroyed by a fire of unknown origin Apr. 15. The house will probably be rebuilt.

Aisen, N. D.—The Atlantic Elvtr. Co. has bot the elvtr. of I. Mikkelsen. Rumor states that the elvtr. of the Northland Elvtr. Co., which burned recently, will be rebuilt this summer.

Thompson, N. D.—The stockholders of the Farmers Elvtr. Co. decided not to sell one of the elvtrs. as they had intended but will make needed repairs to handle this year's crop. Later on they may sell one elvtr. and remodel the other house.—M. C. Gaulke, sec'y-mgr.

Souris, N. D.—We are out of business for the present and have sold our coal sheds to C. A. Kirkeby, who is the independent elvtr. operator here.—Farmers Elvtr. Co. The elvtr. of the company burned Oct. 12, 1914, and recent incorrect report stated it would rebuild.

Kensal, N. D.—The Farmers Elvtr. Co. will raise its house, put a cement foundation under it and make other repairs. The Woodworth Elvtr. Co. will repair and paint its elvtr. We will build a 14 ft. addition to our coal shed.—Ira G. Moats, agt. Osborne-McMillan Elvtr. Co.

Solen, N. D.—The Winter-Truesdell-Ames Co. has let contract to Honstain Bros. for a 30,000-bu. cribbed elvtr., with 12 bins, 100-bu. hopper scale on the work floor, manlift 8 h. p. oil engine, 1 leg, 1 Gerber Distributing Spout. An 18x22 ft. office will be built 10 ft. from the elvtr.

Willow City, N. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, E. F. Schneider, F. E. Lozier, N. Leiselle, A. Springer and others. The company will either buy or build an elvtr. this summer.—A. L. Tennis, agt. St. Anthony & Dakota Elvtr. Co.

Makoti, N. D.—The Farmers Elvtr. Co. has let contract to Honstain Bros. for a 25,000-bu. cribbed elvtr. with 12 bins, concrete foundation, manlift, 8 h. p. oil engine, wood shingles and siding, a 100-bu. hopper scale on the working floor, one leg, 5½x10 cups on rubber belt, and a Gerber Distributing Spout.

Reynolds, N. D.—The Farmers Elvtr. Co. has let contract to T. E. Ibberson for a modern 50,000-bu. iron clad elvtr. It will have 14 all hopped bottom bins and will be equipped with a 20-h. p. gas engine, 2 legs, and a 2,000-bu. automatic scale. The office and engine room will be of brick and concrete construction and thoroly fireproof. Work will be commenced at once.

Hurdsville, N. D.—The Farmers Elvtr. Co. has reorganized on the profit sharing plan, the old stockholders keeping all their old stock in the new company and many of them increasing their shares. They plan to sell \$10,000 worth of stock. J. A. Axtell, who has managed the business, has made a fine thing for the stockholders this season, pulling them out of debt. He will continue as mgr. at an increased salary. The company will either build a new elvtr. or buy 1 of the houses here.—J. D. Kerr, sec'y.

#### OHIO

Mingo, O.—G. A. Benz, of Agosta, has bot the local elvtrs.

Bucyrus, O.—H. D. Miller is having his office remodeled.

Cavett, O.—The Wadsworth Reed Co. has installed an Ellis Corn Drier in its elvtr.

Kempton, O.—J. Peters is reported to be considering the erection of an elvtr. here.

Bettsville, O.—I have sold my elvtr. to F. W. Ewing, of Flint, Mich.—W. J. Depp.

Elery (R. D. Malinta), O.—The Farmers Grain & Stock Co. is installing a dump in its elvtr.

Norwalk, O.—Mead & Woodward have equipped their elvtr. with a Hall Signaling Grain Distributor.



Jonestown sta. (Tokio p. o.), O.—We have recently installed a manlift.—J. S. Metzner, mgr. Jonestown Grain Co.

Plain City, O.—B. E. Thomas & Son are making repairs on their elvtr. and will install a new grain cleaner.—C. C. J.

Mansfield, O.—G. D. Campbell has bot the interest of E. E. Cochran in the Richland Hay & Grain Co. and will manage the business.

Van Wert, O.—The Northern Grain Co. is the style under which the company, which recently bot elvtrs. here and at Cavett, will operate.

New Carlisle, O.—I will have my office here after May 1.—S. A. Muff, formerly at Springfield.

College Corner, O.—Wm. Eesley Co., incorporated to deal in grain; capital stock, \$30,000; Wm. Eesley, pres.; J. Eesley, vice-pres., and Clara Eesley, sec'y.

Liberty Center, O.—We will install a wheat dump and another stand of elvtrs. to carry the wheat from the dump this spring.—Liberty Center Grain & Stock Co.

Hardin, O.—Philip Sheets has the foundation completed for his new elvtr. This is situated across the street from his present elvtr. which will be wrecked.—C. C. J.

Rising Sun, O.—Our officers are A. J. Day, pres., Ed Sheffer, vice-pres., J. C. Bower, sec'y and D. S. Loe, treas.—W. A. Easterly, mgr. Farmers Commercial Grain & Seed Co.

Piqua, O.—C. N. Adlard will build a frame and galvanized iron elvtr. The house will be 3 stories high and will cost \$3,000. Three large corn cribs will also be built. Mr. Adlard already owns an elvtr. at Lockington.

Louisville, O.—Louisville Mfg. & Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, Thos. and Jas. E. Weir, D. E. Daniels, F. E. Weider and A. J. Knofer. Thos. Weir is pres. and Jas. E. Weir, vice-pres. and sec'y of the company.

Waverly, O.—The Pee Pee Mfg. Co., which operates the elvtr. here, was fined \$20.00 and costs this month. J. B. Johnston, the prop., was away on account of illness and the employees sold some sacks of flour which were under weight.

Leipsic, O.—G. O. Cruickshank and Geo. L. Kraft, formerly vice-pres. and sec'y of the Fostoria Grain Co., Fostoria, respectively, have sold their interest and opened an office here. They will conduct a track business in grain and hay and will be known as the Leipsic Grain Co.—G. L. K.

Cedar Point, O.—The thirty-sixth annual meeting of the Ohio Grain Dealers Ass'n will be held at Cedar Point on Wednesday, June 30, and Thursday, July 1, going Tuesday, June 29, and returning Thursday evening, July 1. An interesting program will be arranged later.—J. W. McCord, sec'y, Columbus.

Shawtown, O.—Mgr. L. Todd of the Shawtown Elvtr. Co. has been unfortunate enuf to break his right arm twice in the same place in the last 2 months. Both times Mr. Todd was thrown to the ground when the board leading from a car that he was loading to the elvtr. platform broke and threw him to the ground.

Columbus, O.—Walter A. Fourman & Co. are successors to Walter A. Fourman, grain brokers, in the Commerce Bldg. The new partner is B. C. Winnett, who was formerly engaged in farming in Washington county, Pa. Mr. Fourman entered the brokerage field here within the past year, coming from Goes, where he operated an elvtr.—C. C. J.

Rockford, O.—A representative of C. O. Drayton, of Greenville, Ill., has been trying to organize a branch of the Equity Ass'n at this point. Thus far he has failed to arouse much interest and none of the progressive farmers have taken hold. Only about 15 members signed up. He has promised to return in May as he claims it will be necessary to have 100 members before anything can be done.—C. S. Behymer, of Behymer Bros.

Columbus, O.—Sec'y J. W. McCord, of the Ohio Grain Dealers' Ass'n, has been absent from his office, owing to the death of his mother-in-law, Mrs. Caroline Kelley, which occurred here Apr. 21. She was the widow of A. C. Kelley, for many years Mr. McCord's partner in the grain business. For a number of years Mr. McCord has lived next door to Mrs. Kelley, and has exercised a care over her.

## CINCINNATI LETTER.

A. C. Gale, of Gale Bros., has recovered from a recent illness, and is again at his desk.

Geo. H. Lewis, miller, of Lawrenceburg, Ind., was admitted to membership in the Grain & Hay Exchange recently.

The expected advance in the com's'ns on shell corn transactions cannot go into effect until the Board gets together to consider it, according to Wm. C. Culkins, executive sec'y of the Chamber of Commerce. The advance was asked for by the Cincinnati Grain & Hay Exchange because in nearly every grain center com's'ns have been advanced  $\frac{1}{4}$ c per bu. It does not ask  $\frac{1}{4}$ c per bu. but  $\frac{1}{2}$ c per bu. with a minimum of \$7.50 per car. The matter will be taken up at the next meeting of the Chamber of Commerce Board.

## OKLAHOMA

Butler, Okla.—E. J. Webb will double the capacity of his elvtr.

Kendrick, Okla.—D. J. Mapes handles grain and operates a mill here.—X.

Geary, Okla.—The Geary Mill & Elvtr. Co. has put a new smokestack on its house.

Chelsea, Okla.—The new elvtr. of the Chelsea Hay & Grain Co. is completed and in operation.

Hooker, Okla.—Work has been started on the new elvtr. of the L. H. Pettit Grain Co., of Hutchinson, Kan.

Altus, Okla.—The plant of the Leger Mill Co. was closed recently while extensive repairs were being made.

Junction City, Okla.—The elvtr. of the Chickasha Mfg. Co. has not been in operation for the past 7 years.—X.

Fairmont, Okla.—We expect to begin construction on an elvtr. here during May.—Guthrie Mill & Elvtr. Co., Guthrie.

Gate, Okla.—The Gate Mercantile & Grain Co. incorporated; capital stock, \$20,000; incorporators, R. B. Rutherford, Geo. I. and C. R. Edmison.

Numa, Okla.—The Deer Creek Elvtr. Co., of Blackwell, has bot the elvtr. of the Medford Mill & Elvtr. Co. Robert Montgomery will be mgr. temporarily.

Cherokee, Okla.—W. B. Currier, mgr. of the Cherokee Mills of which the Kansas Flour Mills Co. is prop., was married Apr. 7 to Miss Minnie Bigger.

Reeding, Okla.—Rymer & Thorp will build an elvtr. at this point which will be equipped with Richardson Automatic Scales, wagon scales and a Fairbanks Oil Engine.

Ada, Okla.—Mr. Kolm, who has been managing the Durant Mfg. Co., at Durant, has succeeded M. E. Jones as mgr. of the Ada Mfg. Co.—F. T. Stalder, mgr. Hugo Mfg. Co., Hugo.

Pauls Valley, Okla.—F. T. Stalder, who has been managing the Hugo Mfg. Co. at Hugo for several months, will return to our employ as bookkeeper and asst. mgr.—W. H. Williams, mgr. Pauls Valley Mfg. Co.

Afton, Okla.—The elvtr. recently purchased by the Anderson Grain Co., of Wichita, Kan., will be operated as the Afton Grain & Coal Co. Several changes will be made in the elvtr., feed grinding machinery will be installed and a flour and feed warehouse built.

Chelsea, Okla.—The Chelsea Hay & Grain Co. has completed its new elvtr. which has a capacity of about 7,000 bu. We will overhaul our plant next month, increasing our storage capacity and adding machinery which will double our handling capacity.—U. S. Jefferies, mgr. Chelsea Mill & Elvtr. Co.

Fairmont, Okla.—We are building a 10,000-bu. elvtr. on the St. L. & S. F. R. R. It will be covered with galvanized iron and equipped with a 200-bu. hopper scale, 7-h.p. engine and manlift. The building will be completed about Apr. 29. Our capital is 100 shares at \$50 each and the remainder of the shares I will hold so it gives me controlling interest.—J. E. Niehus, mgr. Farmers Elvtr. Co.

## OREGON

### PORTLAND LETTER.

A \$900,000 bond issue to build a grain elvtr. on the water front will be voted on at the election in June.

The Campbell, Sanford, Henley Grain Co. has filed a voluntary petition in bankruptcy. Report states \$50,000 is involved.

Carlton, Ore.—W. H. Smith, of McMinnville, will rebuild the elvtr. and warehouse which was destroyed by fire Nov. 18, 1914.

Margins are now required on all purchases of futures at the Merchants Exchange. To prevent a repetition of serious losses, parties to the trade must give security in the future. The pres. appointed a com'te to revise the rules, which recommended that in all trades in futures the margins should be 6c per bu. on wheat and \$2 per ton on barley, oats and millfeed, the buyers and sellers each to make these advances; on prompt delivery sales the question of margins should be optional with either party.

## PENNSYLVANIA

Pittsburgh, Pa.—Wm. Walker has been admitted to membership in the Grain & Hay Exchange.

Kittanning, Pa.—J. H. Gault & Co. suffered a loss of \$30,000 when 2 large warehouses were destroyed by fire Apr. 12.

Dillsburg, Pa.—There was some talk of organizing a farmers elvtr. company some months ago but it has fallen thru. We have 2 grain elvtrs. here now.—X.

Pittsburgh, Pa.—Daniel McCaffrey's Sons Co. has opened an office in the Wabash Bldg. It has discontinued its retail business and will operate a wholesale grain and hay business only.

Gap, Pa.—Joseph C. Walker died Apr. 4 at the age of 83. We are a stock company and will continue the business under the same title under the management of Wm. J. L. Walker, sec'y and treas.—Jos. C. Walker & Sons Co.

## SOUTH DAKOTA

Perley sta. (no p. o.), S. D.—A large elvtr. will be built here by the equity organization.

Aberdeen, S. D.—The Farmers Equity Union of Stratford is discussing the erection of an elvtr. here.

Newell, S. D.—An elvtr., which will be the first one here, will be erected by a company of Belle Fourche.

Ferney, S. D.—The Atlas Elvtr. Co. is making extensive repairs and alterations. T. E. Ibberson is doing the work.

Salem, S. D.—The Salem Elvtr. Co. is out of business and the elvtr. will be wrecked.—Farmers Grain & Coal Co.

Groton, S. D.—Louis B. Geisler, mgr. of the line of elvtrs. of Geisler & Sheldon, was recently married to Miss Amelia Powell.

Groton, S. D.—The Atlas Elvtr. Co. has wrecked its old coal sheds and will rebuild new ones. Extensive repairs will also be made on the elvtr. by T. E. Ibberson, who has the contract.

Cavour, S. D.—The Farmers Elvtr. Co. is making extensive repairs and alterations in its plant. When completed it will have a plant meeting with requirements as called for at this station. T. E. Ibberson is doing the work.



Leola, S. D.—The Leola Equity Exchange has installed a Hall Signalling Distributor.

Sitka sta. (Selby p. o.), S. D.—The elvtr. of J. G. Brady will be closed until fall and E. P. Atwood, agt., will go to Okla.

Morristown, S. D.—The Farmers Merc. Co. and the Farmers Equity Union are to be one and the same company. The latter is trying to buy the elvtr. of the former and run it on the equity plan. The majority of the Farmers Merc. Co.'s stockholders are Equity Union members.—O. V. Olson, sec'y-treas.

Milbank, S. D.—We plan to form a farmers co-operative company to take over the farmers elvtr. or buy an elvtr. already on the ground. It is too soon to give any definite plans as the officers have not been elected and we are still soliciting subscriptions.—W. I. Lowthian, temporary chairman, R. F. D. No. 4.

Altamont, S. D.—The Grange Elvtr. Co. incorporated with a capital stock of \$20,000 and has leased the elvtr. and coal sheds of the Altamont Grain & Lbr. Co. for a year. We will know then what we need to accommodate our patrons. Porter Davison is sec'y-treas. We will handle grain, flour, feed, general supplies, salt and twine and will operate a cream station.—E. E. Ryder, chairman.

## SOUTHEAST

Buckhannon, W. Va.—I. A. Steinaker will build an elvtr. and feed mill.

Tupelo, Miss.—The Reeves Grocery Co. has discontinued handling grain.

Culpepper, Va.—Aylor Bros. have let contract for a 75x32 ft. warehouse.

Florence, S. C.—The erection of an elvtr. is proposed by the business men here.

Birmingham, Ala.—Jas. F. Riley & Co. are out of the grain business temporarily.

Birmingham, Ala.—The Birmingham Com's'n Co. has removed to the Brown-Marx Bldg.

Abbeville, S. C.—W. W. Bradley is interested in a grain elvtr. to be built at this station.

Vicksburg, Miss.—Nothing definite has been done regarding the proposed elvtr. at this point.—R. W. Hipkins.

Henderson, N. C.—The Henderson Grain & Feed Co. will build a grain and feed plant. J. S. Poythress is pres.

Birmingham, Ala.—Stokes Ferguson will engage in the grain business on his own account, having withdrawn from W. C. Hill & Co.

Fredericksburg, Va.—Henry Warden and J. S. Woods have formed a company, with Mr. Warden as pres., to build a grain elvtr. and operate the mill which Mr. Woods owns.

Anderson, S. C.—H. Richardson, of Willow City, N. D., is pres. and J. S. Fowler vice-pres. of the newly organized Farmers Grain & Elvtr. Co. which will build a \$10,000 elvtr. here. The machinery will cost \$6,000.

Birmingham, Ala.—Carlos Veitch has succeeded Veitch & Simpson in the grain business. His office will be in the Yielding Bros. Bldg. Mr. Simpson will engage in the grain business with offices in the Chamber of Commerce Bldg.

## TENNESSEE

Bridgeport, Tenn.—The Chattanooga Feed Co., of Chattanooga, will start a corn mill here in connection with its elvtr.

Springfield, Tenn.—The Bell-Dowlen Mills Co. incorporated; capital stock, \$25,000; incorporators, Toney, Otto S. and V. H. Dowlen, N. W. True and C. A. Bell. The company will build an elvtr. and mill on the L. & N. R. R.

Nashville, Tenn.—The Nashville Grain Exchange on Apr. 20 elected the following officers for the ensuing year: E. M. Kelly, pres., R. H. McClelland, 1st vice-pres., F. E. Gillette, 2nd vice-pres., C. D. Jones, J. B. McLemore, W. R. Tate, W. T. Hale and John H. Bell, directors.—W. R. Cornelius, Jr., sec'y-treas.

## TEXAS

Foard City, Tex.—The Bell Grain Co. will build an elvtr. here this summer.

Hillsboro, Tex.—An elvtr. will probably be built here to handle the new crop.

Nacogdoches, Tex.—The Nacogdoches Elvtr. Co. has completed a 50,000-bu. elvtr.

Chillicothe, Tex.—The Orient Mlg. Co. is building a new elvtr. and enlarging its mill.

Higgins, Tex.—U. S. Strader has succeeded A. F. Brown as agt. for the C. B. Cozart Grain Co.

Margaret, Tex.—An elvtr. will be built by the Bell Grain Co. to handle the new wheat crop.

Stamford, Tex.—The Stamford Mill & Elvtr. Co. lost its warehouse by fire Apr. 16. Loss, \$2,500.

Victoria, Tex.—The Victoria Elvtr. Co., which operates 2 elvtrs. here, will build another large house.

Happy, Tex.—The G. L. Townsend Grain Co. has let contract to the White Star Co. for a new elvtr. to be built this spring.

Pharr, Tex.—H. M. Pharr is considering the erection of a corn elvtr., mixed feed mill and alfalfa meal mill here. A number of men are interested with him in this project.

Crowell, Tex.—A large concrete fireproof elvtr. will be built by the Bell Grain Co. to replace the house burned last November. It will be equipped with improved machinery.

Pampa, Tex.—I am no longer with the Pampa Grain Co. I will engage in the grain business on my own account at this station.—L. C. McMurty, formerly sec'y-treas. Pampa Grain Co.

Temple, Tex.—Lillard Bros., of Decatur, have bot the Werkhiser-Polk Mill & Elvtr. Co. and will put it into shape to handle the next crop.—J. F. Lillard will be in charge. Lillard Mlg. Co., Decatur.

Fort Worth, Tex.—At the annual election of the Fort Worth Grain & Cotton Exchange, Apr. 7, the following officers were named: T. G. Moore, pres.; Paul Crusemann, vice-pres.; R. I. Merrill, treas., and E. B. Wooten, sec'y. This is Mr. Moore's fourth year as pres. and Mr. Wooten's second year as sec'y.

Fort Worth, Tex.—The following have recently been admitted to membership in the Texas Grain Dealers Ass'n: Mountcastle-Merrill Grain Co., Fort Worth, and the Maedgen Grain Co., Troy. The following have made application for membership: Potts & Ater Bros., Bertram, Tex., and Burdick & Stone, Clovis, New Mex.

Glazier, Tex.—Work has commenced on the large elvtr. and mill of the new firm organized with J. F. Johnson, of Canadian, as pres., C. W. Sublette, of Forgan, Okla., vice-pres., and C. L. Girdner, of Lambert, Okla., gen. mgr., sec'y and treas. The capital stock is \$15,000. The elvtr. will be equipped with the latest machinery and will have an electric light plant in connection.

Austin, Tex.—On May 3, the shippers will be heard in regard to the proposed changes in the freight tariffs which the Railroad Com's'n has summarized as follows: The proposition of this tariff involves a thoro and complete revision, both as to the rates and transit rules, as well as minimum weights. Under proposed tariff, it is proposed to increase the maximum distances to 360 miles, and to increase the single and joint line maximum rates as follows: Wheat and articles taking wheat rates 20c, corn and articles taking corn rates 17½c. Mixed feeds are subject to transit provided they contain 80% or more of articles taking wheat or corn rates. Old rules do not carry any percentage. Two stops, one stopping-in-transit and one milling-in-transit on all articles, providing stopping-in-transit has not already been enjoyed prior to milling-in-transit. This latter privilege is now available only on wheat, bran and shorts. No stopover charge on corn, etc., appears to be provided for. No minimum balance appears to be provided for. A "percentage of loss" of 1% is provided for. Present tariff does not carry same.

Galveston, Tex.—The Texas Grain Dealers Ass'n will hold its 14th annual gathering in the auditorium of the Hotel Galvez May 24 and 25. An extensive program is being prepared by Sec'y Dorsey.

Vega, Tex.—All necessary arrangements for elvtrs. to be built on the C. R. I. & Gulf Ry. have been completed at this station and at Wildorado.—J. I. Johnson, gen. agt. C. R. I. & Gulf Ry. Co., Amarillo.

Amarillo, Tex.—George F. Stone was killed by a freight train in the Santa Fe yards recently. He was 33 years of age and was employed by the Early Grain & Elvtr. Co. as wholesale foreman.

## WASHINGTON

Seattle, Wash.—The grain com'te of the Merchants Exchange has a rule under consideration to require margins on sales for future months.

Bellingham, Wash.—Dummy trustees and frauds extending over a period of more than 4 years and amounting to more than \$25,000 are alleged in a suit filed in the superior court entitled E. A. King vs. G. W. Ford, the Bellingham Flour Mills Co. and the Ford Grain Co. King, who says he owns 213 shares of the capital stock of the Bellingham Flour Mills Co., charges that Ford, as manager of that company, has since about July, 1910, bot from the Ford Grain Co., which it is alleged that he controls, as it is likewise said he does the mills company, large quantities of wheat and other grains of inferior quality and has "secretly and fraudulently caused the Bellingham Flour Mills Co. to pay the price of first-class milling grain therefor, and that excessive prices have been paid for grain purchased for it from the Ford Grain Co."

## WISCONSIN

Dodgeville, Wis.—Lewis & Thomas have completed a new warehouse.

Chippewa Falls, Wis.—Fred Rheingams has resigned as mgr. of the elvtr. of the Farmers Produce Co.

La Farge, Wis.—We are operating the 10,000-bu. elvtr. formerly owned by P. H. Knutson.—Freeze & Paul.

Suring, Wis.—The elvtr. of J. A. Kaufmann was totally destroyed by fire about Apr. 1 and will probably not be rebuilt for some time.—X.

Ashland, Wis.—We have just finished a warehouse in addition to our milling plant which gives us 3,000 square ft. floor space.—Hanson Bros. Co.

Campbellsport, Wis.—We are the only regular grain dealers at this station. There is a scoop shoveler buying a car of grain occasionally.—Curran & Schmidt.

Valley Jctn., Wis.—The elvtr., formerly owned by Sherwood & Warren, has been vacant for the past 6 or 8 years. There are no regular grain buyers here.—X.

Sun Prairie, Wis.—We are operating a 17,000-bu. elvtr. and own another 13,000-bu. house which we are planning to convert into a coal and feed warehouse.—Chase & Son.

Adell, Wis.—Saemann & Ziegler Co., which operates an elvtr. here as well as the postoffice and general store, had a quantity of postage stamps, groceries and other articles stolen Apr. 6.

Almond, Wis.—We are the only regular grain shippers here. There is a scooper who begins every fall during the heavy season. We have remodeled our office.—M. H. Hilgendorf, mgr. Melcher Lbr. Co.

Horicon, Wis.—The elvtr. of the Milwaukee Elvtr. Co. was slightly damaged by fire Apr. 6. It is reported to have started on the first floor in the gasoline room and reached the cupola before it was checked.

## MILWAUKEE LETTER.

E. W. Wagner & Co. of Chicago have opened an office in the Chamber of Commerce Bldg. with Frank F. Frost as mgr.

Edward C. Wall, well known grain man and former pres. of the Chamber of Commerce, died Apr. 25, after an illness of several days' duration.



Harry A. Plumb, sec'y of the Chamber of Commerce, has had his salary increased from \$4,500 to \$5,000 a year. The following have been appointed for 1915 by the directors of the Chamber of Commerce: Supervisors of Grain Inspection and Weighing: W. P. Bishop, A. K. Taylor, Albert Zinn, P. P. Donahue and E. H. Dadmun.

Charles F. Glavin had an involuntary petition in bankruptcy filed against him in the federal court Apr. 10 by Chicago creditors. His liabilities are about \$125,000 and assets \$25,000. Reports state fluctuations in the grain market together with the fact that he has many cars of grain standing on the tracks in Milwaukee, brot on a crisis in his affairs. Thos. C. Weston was named as receiver. On Apr. 16, 1914, Mr. Glavin suspended business on account of heavy losses in May corn; but his friends and creditors then gave him a chance to straighten out his affairs.

The following schedules for weighing supervision are effective after May 1: From railway cars, 45c per car load (reduced from 50c.). From elvtr. to cars, 25c per car load (reduced from 35c.). From elvtrs. to wagons, 20c per 1,000 bus. or part thereof. From elvtrs. to vessels, 5,000 bus. or over, 5c per 1,000 bus. (reduced from 10c.). From elvtrs. to vessels, less than 5,000 bus., 15c per 1,000 bus. Wagon scales: The charges for weighing on the Chamber of Commerce wagon scales, as established by the Board of Directors, are as follows: For weighing car loads, 80c per car when not exceeding ten wagon loads to the car, and when in excess of that amount an additional charge of 5c per wagon load shall be made. Grain and malt from other sources than railroad cars, and all other property from whatever source, 10c per wagon load. East shore: For supervising the weighing of grain and handling thru elvtrs. at Lake Michigan East Shore ports, 5c per 1,000 bus.

## WYOMING

Burns, Wyo.—B. F. Schmoker has succeeded John Watkins as mgr. of the Farmers Elvtr. Co. here.

Pine Bluffs, Wyo.—John Watkins is now mgr. of the Farmers Elvtr. Co. He has been mgr. of the Farmers Elvtr. Co. at Burns for the past 2 years.

Lander, Wyo.—Geo. F. Farley, of Belle Fourche, S. D., has purchased the old Lander Roller Mill Bldg. He had bot the machinery for an elvtr. but was unable to secure a site.

Cheyenne, Wyo.—E. W. Devine, who has been mgr. of the Frontier Mfg. & Elvtr. Co., has engaged in business for himself. The plant has been leased to the Capitol Coal, Ice and Storage Co., which will continue the business.—Lee Wilsey, sec'y-mgr. Wilsey Grain Co., Lincoln, Neb.

CONGESTION OF GRAIN in Louisville and other railway centers has been somewhat relieved by the temporary modification of the C. & O. embargo on grain at Newport News, Va. Lack of shipping facilities at the port caused the carrier to declare the embargo.

ANN ARBOR RAILROAD has been directed to refund \$33 to McLane Swift & Co. of Battle Creek, Mich., on account of overcharges on wheat from Shepherd, Mich., to Charleston, W. Va. The C. R. I. & Pac. has been ordered to refund \$33 to the Derby Grain Co., Sabetha, Kan., for overcharges on wheat.—P.

C. F. MACDONALD, sec'y, Duluth Board of Trade, W. M. Hopkins of Chicago, and G. R. Hall testified April 20 before the Interstate Commerce Com's'n regarding the proposed western advance on rates of grain amounting to 1c per 100 lbs. This, they said, would amount to from ½ to 6/10c per bu., and in the opinion of the Duluth grain trade was sufficient to divert much grain to Minneapolis which would otherwise come to Duluth.

## Grain Carriers

THE SURPLUS of idle freight cars during March showed a decrease of 6,674.

THE EMBARGO at Newport News, Va., on grain for export, has been temporarily removed.

STEAMER CHARLES HEBARD cleared at Duluth April 17 with a cargo of grain for lower lake ports.

THE FIRST STEAMERS to leave Milwaukee for the lower lake ports this season cleared on April 17 with cargoes of corn.

THE GREAT WESTERN RY. has issued an order suspending the tariffs calling for a general 5% advance on Illinois intrastate traffic.

CHICAGO & ALTON RY. is rebuilding a large number of its grain cars. The work is being conducted at the Bloomington car shops.

STATE RAILROAD COM'S'N of South Carolina will conduct a hearing Apr. 28 on the grain intrastate freight rates at Columbus, S. C.

INTERSTATE COMMERCE COM'S'N has suspended until Aug. 13 increased rates on grain proposed by the Pa., B. & O., and other railroads.—P.

FOREIGN built vessels admitted to American registry since enforcement of the act of Aug. 18, 1914, number 137, with a total tonnage of 489,508, gross.

STEAMER ARCTURUS has cleared at Duluth with a cargo of 555,000 bus. of oats for export. This was the second largest cargo ever sent from that point.

PROPOSED freight rate increases on grain from Chicago to Atlantic ports for export have been suspended by the Interstate Commerce Com's'n until Aug. 13.

INTERSTATE COMMERCE COM'S'N has suspended to Oct. 22 proposed increased rates over the B. & O. S. W., on grain milled in transit at Lawrenceburg, Ind.—P.

THE PENNSYLVANIA RY. is sending inquiries to the steel trade for a price on material for 6,500 freight cars, 50 locomotives and 35 steel passenger cars.

THE TOTAL SURPLUS of cars on April 1, 1915, was 313,421 and the shortage 348. Of the total surplus 93,400 were box cars and of the shortage 208 were box cars.

ONLY ONE UNITED STATES vessel wintered at Fort William, Can., and that ship has now loaded a cargo of wheat for Buffalo at 1¼c. The cargo consists of 350,000 bus.

NAVIGATION was officially opened at Duluth and Superior on April 16, when two boats cleared with cargoes of wheat. Thirty other vessels followed with grain for eastern ports.

INTERSTATE COMMERCE COM'S'N has suspended the proposed increased rates on export grain and grain products from Chicago and Milwaukee to Atlantic seaboard until August 13.

INTERSTATE COMMERCE COM'S'N has scheduled a hearing at Kansas City for April 26. The Laning-Harris Coal & Grain Co. vs. the C. R. & Pac. Rd. complaint will be heard.—P.

THE ROYAL MILLING Co., Great Falls, Mont., has filed a complaint against the Great Northern Ry., alleging that the milling in transit charges on wheat at Great Falls are excessive. It asks for a charge of 1c per 100 lbs. instead of the 2 or 2½c now asked.

STEAMER LEEDS CITY on April 20 loaded 236,000 bus. of No. 2 hard winter wheat at Galveston in exactly 6 hours. The cargo was loaded at elevator A, and is a record in speed for the port.

NAVIGATION at Fort William and Port Arthur, Can., was officially opened on April 19, at which time 10,000,000 bus. of grain were stored in local elevators. Nearly 8,000,000 bus. of this total is wheat.

INTERSTATE COMMERCE COM'S'N has lifted the suspension of tariffs on the Erie Ry. from Buffalo, Salamanca and west; and the N. Y. C. & St. L. Ry. from Chicago to eastern seaboard points.—P.

GRAIN CLEARANCE Co., recently organized at Buffalo to look after shortages of grain cargoes on the Great Lakes, reports that 95% of the vessel owners have agreed to the new method of settling shortages.

SEVERAL CARLOADS of grain and flour were spilled on the ground in a Grand Trunk wreck recently at Mechanic Falls, Me. The product was intended for export from Portland on the steamship Irishman.

OMAHA MILLING Co. has made complaint against the C. & A. rates on grain to Missouri, and the Interstate Commerce Com's'n is asked to fix rates to New Bloomfield, McCredie, Fulton, Aux Vasse and Vandalia.—P.

CHICAGO & NORTHWESTERN RY. is soliciting bids on 2,000 steel box cars, 50 steel underframe caboose cars, and 50 steel passenger cars. The Illinois Central is also said to have placed an order for new rolling stock.

THE PROPOSED increased rates on grain and grain products over the Pennsylvania, Baltimore & Ohio, and other roads to become effective April 15, have been suspended by the Interstate Commerce Com's'n until Aug. 13.

FIVE SAILING VESSELS of the Glove Navigation fleet at Seattle, Wash., have been sold on order of the United States court, releasing sufficient tonnage to carry all the wheat now in storage at terminal docks of that port to the United Kingdom.—H.

INTERSTATE COMMERCE COM'S'N has suspended the additional increase of 3/10c on grain and 2/10c per 100 lbs. on grain products to Atlantic ports for export from Chicago, St. Louis and Peoria. These increased rates had been published as effective April 15.

DEMURRAGE is regulated by statute in 12 states and by order of a com's'n in 23. This and other facts setting forth the peculiarities of the various state regulations are given in Bull. 191 of the United States Dept. of Agriculture, by G. C. White, transportation specialist.

PEORIA, ILL.—Regarding the contraband wheat recently at this market, the M. & St. L. informs us that it had about 150 cars of wheat in the yards and 200 cars outside, held up on account of the embargo at Newport News.—John R. Lofgren, Sec'y Board of Trade.

NEW YORK CENTRAL RY. has amended its rule to provide that where a car is loaded in excess of the minimum loading capacity of the car ordered, the minimum weight applying in connection with the cars of capacity next greater than that of the car ordered will be used. This rule applies at all stations except those in Indiana east of Schneider, effective May 4. Other railroads, on which the rule has already been enforced, are the C. & E. I., C. & N. W., C. B. & Q., C. G. W., C. M. & St. P., C. R. I. & P., C. St. P. M. & O., I. C. and M. & St. L.



## Changes in Rates

AS SHOWN by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**C. C. C. & St. L.** in Sup. 9 to 4843 quotes rates on grain and grain products from its stations in Ill.; to points in Ill., Ind. and Wis., effective May 1.

**Western Trunk Lines** in Sup. 49 to Circular 1-J quotes rules and regulations to take precedence over the classification governing tariffs, effective May 1.

**C. I. & L.** in Sup. 6 to 5577 quotes rates on grain and grain products from Chi. & W. Va. and its stations; to Canadian and eastern cities, effective May 8.

**C. G. W.** in Sup. 13 to 14595A3 quotes rates on grain from Chicago and other stations in Ill., to stations on the Wabash Ry. in Ia. and Mo., effective Mar. 10.

**C. I. & L.** in Sup. 4 to 449-L quotes rates on grain and grain products from stations on its line to Virginia common points and Hagerstown, Md., effective April 11.

**C. I. & L.** in Sup. 3 to 5789 quotes rates on grain in carloads from stations on the C. I. & L. Ry. to Virginia common points, via Louisville, Ky., effective April 15.

**Van.** in Sup. 28 to 63-B quotes rates on grain and grain products from its stations; to points in C. F. A. territory in Ind., effective state Apr. 15, interstate Apr. 28.

**C. B. & Q.** in Sup. 14 to 3662-E suspends rates on grain and seed when in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., or the T. & N. Rys. to Sept. 30, 1915.

**C. C. C. & St. L.** in Sup. 10 to 4774 quotes rates on grain and grain products from its stations in St. Louis division; to St. Louis, Mo., Alton and East St. Louis, Ill., effective May 1.

**A. T. & S. F.** in Sup. 14 to 7481-D suspends rates on grain and grain products from stations in Kan., Colo., Okla., Mo. and Neb., to points in Ala., Ark., La., Mo., Miss. and Tenn., effective Mar. 30.

**Erie** in Sup. 1 to 3552-B names rules governing unloading, mixing, cleaning and re-shipping of blue grass, millet, orchard grass, corn, rape, red top and timothy seed at Binghamton, N. Y., effective May 1.

**C. C. C. & St. L.** in Sup. 6 to 1401-C quotes rates on grain, grain products and by-products from Cin. Nor. and its stations; to points in Ky., O. and W. Va., effective state Apr. 15, interstate May 1.

**A. T. & S. F.** in Sup. 9 quotes rates on grain, grain products and broom corn from points in Kan., Colo., Okla. and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Mar. 30.

**C. B. & Q.** in Sup. 55 to 3200-B suspends rates on grain, grain products, etc., between Missouri River points and Chicago, St. Louis, St. Paul, Minneapolis, Winona, Minn., and LaCrosse, Wis., until Oct. 1, 1915.

**C. I. & L.** in Suspension Notice postpones indefinitely the effective date of the increase on Indiana state grain traffic, where both point of origin and destination, and the entire transportation is within the state.

**C. I. & L.** in Sup. 10 to 4058-A quotes rates on grain and grain products from Chicago to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other eastern United States and Canadian points, effective April 27.

**A. T. & S. F.** in Sup. 29 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., Okla., Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Mar. 30.

**M. St. P. & S. S. M.** in Sup. 14 to 3250 quotes rates on grain and grain products between stations in Minn. and Wis.; and points on Wis. & Peninsula Division of its line and connecting lines in Mich., Minn. and Wis., effective Apr. 19.

**C. R. I. & P.** in Sup. 6 to 19687-H suspends rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and S. D., to points in Ala., Ark., Fla., La., Miss. and Tenn., effective April 6.

**C. I. & L.** in Sup. 6 to 5577 quotes rates on grain and grain products from stations on the C. I. & L. Ry., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective May 1.

**Grand Trunk** in Sup. 10 to 1460 quotes rates on wheat, oats, rye and barley ex Manitoba or the Can. N. W.; to its stations in Canada, Montreal, Valleyfield and west (for milling in transit and reshipment in Canada), effective interstate Apr. 26.

**C. I. & L.** in Sup. 10 to 4755 quotes rates on grain in carloads from Chicago, Englewood, Pullman Jct., Ill. and Hammond, Ind., to Boston, Baltimore, Buffalo, New York, Philadelphia, Pittsburgh and points in eastern states and Canada, effective April 27.

**C. G. W.** in Sup. 33 to 14889 quotes rates on cottonseed cake, cottonseed meal, grain and seeds in carloads from stations on the C. G. W. and St. Louis, Mo., and E. St. Louis, Ill., to Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Mar. 23.

**C. I. & L.** in Sup. 5 to 5577 quotes rates on grain and grain products from stations on the C. I. & L. and Chicago & Wabash Rys., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in eastern states and Canada, effective April 15.

**C. I. & L.** in Sup. 2 to 5829 quotes rates on grain and grain products in mixed carloads from stations on the C. I. & L. Ry., to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern, Virginia and Western terminus points, effective April 15.

**C. R. I. & P.** in Sup. 16 to 13207-F quotes rates on grain, grain products and seeds from Kansas City, St. Joseph, Mo., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to stations in Ill., Ia. and Wis., effective May 10.

**C. R. I. & P.** in Sup. 17 to 13207-F quotes rates on grain, grain products and seeds in carloads from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to stations in Ill., Ia., Mich. and Wis., on connecting lines, effective May 14.

**C. R. I. & P.** in Sup. 5 to 19690-G quotes rates on grain, grain products, seeds and broom corn from stations in Colo., Ia., Kan., Mo., Neb., N. M. and Okla., to Little Rock, Ark., Memphis, Tenn., and New Orleans, La., and on corn from Memphis, Tenn., to stations in Okla., effective April 5.

**A. T. & S. F.** in Sup. 21 to 5702-D suspends rates on broom corn, castor beans, pop corn and seeds from points in Kan., Colo. and Okla., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., and St. Paul, Minn., effective Mar. 30.

**A. T. & S. F.** in Sup. 30 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo. and Okla., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points and quotes thru rates to or from Omaha, So. Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., effective May 1.

**C. R. I. & P.** in Sup. 8 to 29329-A quotes rates on grain, grain products and seeds from Armourdale, Atchison, Fort Leavenworth, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, St. Joseph, Sugar Creek, Mo., Omaha, So. Omaha, Neb., and stations in Mo. on the C. R. I. & P. and C. B. & Q. Rys., to stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective May 15.

**C. R. I. & P.** in Sup. 15 to 28675-B quotes rates on grain, grain products, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, Minn., and Omaha, Neb., and stations in the states of Colo., Ill., Ia., Kan., Mo., Neb. and Okla., to stations in Colo., Kan., Mo., Neb., N. M. and Okla., effective April 7.

**C. R. I. & P.** in Sup. 4 to 22000-D suspends rates on grain, grain products and seeds in carloads from Chicago, Peoria, Ill., St. Louis, Kansas City, St. Joseph, Mo., Minneapolis, St. Paul, Minn., and other stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., to stations on the C. R. I. & P. and its connections in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., S. D. and Wis., effective April 9.

**C. R. I. & P.** in Sup. 27 quotes rates on grain and grain products from stations in Illinois and Iowa to Albany, New York, Rochester, Syracuse, Utica, N. Y., Baltimore, Md., Boston, Mass., Montreal, Quebec, Can., Philadelphia, Pa., and other eastern cities also on grain products and flaxseed from stations in Ill., Ia., Kan., Minn., Mo. and Neb., to stations in Ill., Ind., Ky., N. Y., Ohio and Pa., effective April 2.

**A. T. & S. F.** in Sup. 22 to 5702-D quotes rates on broom corn, castor beans, pop corn, seeds and hay from points in Kan., Colo., Okla. and Superior, Neb., Joplin, Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and on corn husks from stations in Okla., to Chicago, St. Louis, East Fort Madison, Fort Madison and Missouri River points, effective Mar. 30.

## Books Received

**CORN ROOT APHIS.** Since 1907 the University of Illinois has been experimenting on this most injurious insect pest with the result that the key to the control of this louse has been found to be in its spring condition in old corn fields. In early spring old cornfields should be plowed to a depth of 3 to 7 ins., with repeated deep discing as a preparation of the ground for corn. This kills the young weeds on which the root lice are feeding. Bull. 178, Ill. Agr. Exp. Sta., Urbana, Ill.

**YELLOW BERRY IN WHEAT.** Its Cause and Prevention, has been interestingly described from an historical and experimental viewpoint by Wm. F. Headden, A. M., Ph. D., chemist of the Colorado Agricultural College in the February bulletin. Yellow berry is a condition of the wheat kernel which gives it a mottled appearance due to internal white spots. In bad cases the whole berry may be affected, when its color will vary from white to a light yellow. Such kernels are more or less opaque. Various authors of standing had ascribed yellow berry to over-ripeness of the wheat, standing too long in shock, exposure to the action of moisture, air and sunshine, heritable tendency, fungi, climatic and weather conditions. To check up on these alleged causes Professor Headden made 72 growing experiments and definitely proved that yellow berry was caused by none of them. His conclusions are that yellow berry indicates that potassium is present in the soil in excess of what is necessary to form a ratio to the available nitrogen present, advantageous to the formation of a hard, flinty kernel. Yellow berry can be very much lessened or entirely prevented by the application of a sufficient quantity of available nitrogen. Application of phosphorus has no effect. The remedy is the judicious use of sodic nitrate, or the thoro cultivation of the soil with the application of nitrogenous manures. If the nitrogen is added in excess the berry will be shrunken and ripening abnormal. Bulletin 205, 38 pages, illustrated; Colorado Agri. Exp. Station, Fort Collins, Colo.



## Feedstuffs

A CORN MEAL PLANT will be built at Asheville, N. C., by the American Feed Milling Co.

McINTYRE SUGAR FEED CO., Memphis, Tenn., has been incorporated to handle feedstuffs exclusively.

THE CLOVER LEAF MFG. CO., Buffalo N. Y., has been fined \$20 on the charge of shipping falsely labeled dairy rations to Vermont.

CINCINNATI, O.—A feed mill and mixing plant of reinforced concrete construction costing \$35,000 will be erected by the Early & Daniel Co.

THE CHESBRO MFG. CO., Salamanca, N. Y., has been fined \$15 on the charge of misbranding cattle feed, the particular shipment going to Veazie, Me.

D. H. GRANDIN CO., Jamestown, N. Y., has pleaded not guilty to a charge of violation of the law in shipment of stock food to Auburn, Me. Trial will be held later.

OFFICIALS of the American Feed Mfrs. Ass'n have voted to hold monthly meetings hereafter at the Great Northern Hotel, Chicago, on the second Thursday of each month.

J. R. PEAY, formerly with L. R. Hitchcock of Nashville, Tenn., has started in the grain business at that city on his own account and is installing a mixer to manufacture feed.—S.

OKLAHOMA FEED & Milling Co. has been incorporated at Oklahoma City, Okla., with a capital stock of \$20,000 by A. S. Dolezal, E. G. Fisher, J. D. Frisbie and F. A. Wheeler.

AMERICAN MILLING CO. has moved its main office from Chicago to Peoria, Ill., and its business in the future will be confined largely to the manufacture of horse, poultry and dairy feed.

MILWAUKEE, WIS.—Breach of contract for the sale of 42 carloads of beet pulp is alleged by O. W. Trapp, E. F. Shepard and Chas. C. Clark in a suit against the Hottlet Co. to recover \$1,212 damages.

MEMPHIS, TENN., April 19.—We have added a feed mixing plant to our grain business, and now manufacture all kinds of dry or molasses stock and poultry feed.—S. T. Pease, Pease & Dwyer Co.

NASHVILLE, TENN.—It is difficult to get malt sprouts and brewers grains as the vinegar trade is using all the malt sprouts it can buy. This trade can afford to pay \$40 or more per ton. Cottonseed meal has jumped to \$27 and other feedstuffs have advanced accordingly.—American Steam Feed Co.

SUPERIOR FEED CO., Memphis, Tenn., has completed plans for an addition to its plant. The new section will be of steel construction, 50x250 feet, and will increase the capacity of the plant 10 carloads per day.

MISBRANDING of cattle feed in that the valuable ingredients were stated in exaggerated percentage on the labels was the charge on which three manufacturers pleaded guilty in the federal district courts on information by the U. S. Dept. of Agriculture.

JOHN F. WEAVER of Lancaster, Pa., has been granted letters patent, No. 1,135,417, on a composition to be used in feeding live stock, composed of 25% flaxseed meal, 20% cotton seed meal, 50% dried sugar cane, and about 5% molasses to bind the whole.

I ENJOY READING the Grain Dealers Journal which comes to my desk regularly.—L. O. Eaton, mgr. Watkins Grain Co., Watkins, Ia.

SOY BEAN FLOUR may be used much the same as corn meal. The bean has also been tried as a substitute for coffee, tho meeting with little success in this way. Its principal function in the last 20 years has been as a forage crop in the United States, but in foreign countries has been used in many different ways as human food. In England bakers have placed a bread upon the market made from soy bean flour mixed with wheat flour and the product is said to be very palatable. The United States Dep't of Agriculture has pronounced the bean a success as a food product and has issued a recipe for the baking of soy bean muffins.

### New Texas Feed Mill and Elevator.

The Stamford Mill & Elevator Co., Stamford, Tex., has completed its molasses feed plant, the first of its kind in the state. The plant consists of 3 large buildings, the elevator, warehouse and thresher shed. Each of the buildings is covered with sheet iron.

A large milo threshing machine is located in a shed adjacent to the elevator, and into this shed milo heads are dumped either from wagons or cars. The threshed product is transferred to the warehouse for sorting and any straw which adheres to the heads is returned to the threshing shed by means of a chain drag. As this straw contains much food value it is crushed and mixed with molasses, wheat bran and cottonseed meal into various milk producing stock feeds, sold under the trade name of Monarch.

From the warehouse the milo or feeds are spouted into the elevator, shown at the left of the engraving. Besides making a specialty of milo and feeding stuffs the company handles all kinds of grain and a line of flour.

## Make Your Wheat Pay You More

by turning your waste power and your waste labor into a profit with the

### "Midget" Marvel

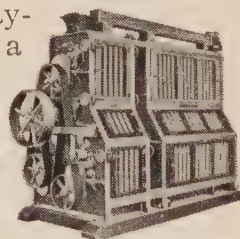
Self Contained Roller Flour Mill



Mill and Elevator Plant of Bullard Lumber Co. Culbertson, Neb., where waste power is turned into money with the "Midget."

in connection with your elevator or grain business. Many others are doing it and are telling us about it in the most enthusiastic way. And they are ready to tell you how they are doing it and how you can do the same thing.

The "Midget" Marvel Self-Contained Roller Mill is a real mill, not a play-thing. It is a whole big roller mill condensed into one small case that will take up only a



The "Midget" Marvel Mill.

small space in your building and grind, according to size, 12½, 25 or 50 bbls. a day of the finest roller patent flour—will compete with any flour made by any other mill in the world and command a ready market right at your very door. Write today for full information, terms, plans, what others say, etc. It will be a revelation to you.

**ANGLO-AMERICAN MILL CO.**  
435 Fourth St. Owensboro, Ky.



Elevator and Feed Plant of Stamford M. & Elvtr. Co., Stamford, Tex.



## Supreme Court Decisions

**Limitation of Carrier's Liability.**—A carrier in interstate commerce may limit its liability for goods injured by its negligence by contract fixing the agreed value of goods between it and the shipper in the form prescribed by rule 6 of the Interstate Commerce Commission, but not by mere stipulation in the B/L.—*Central of Georgia Ry. Co. v. Broda*. Supreme Court of Alabama. 67 South. 437.

**Right of Buyer to Inspect.**—Under contract for the sale of "choice, re-cleaned, small white beans," which contained no provision for inspection or fixing of payment, the buyer must pay on delivery, but is entitled to inspect the goods delivered before payment, to ascertain whether they conform to the contract.—*M. A. Newmark & Co. v. Smith*. District Court of Appeal, California. 146 Pac. 1064.

**Landlord's Lien.**—A "landlord's lien" confers no right of property in, or possession of, the crop, but simply a right to charge it in priority to all other rights, except those of a purchaser without notice, with a payment of the rent, so that, if it is removed or destroyed, he can maintain no action against the wrongdoer founded on the right of property or possession.—*Norton v. Orendorff*. Supreme Court of Alabama. 67 South. 633.

**Warranty of Seed.**—While a warranty that seed wheat is suitable for the purpose may be implied from the circumstances of the sale, there can be no such implication where the seller stated that he knew nothing about it except what he was informed by others, and sold it only on the representations of those others, and in such case the doctrine of caveat emptor applies.—*Yandell v. Anderson & Spilman*. Court of Appeals of Kentucky. 174 S. W. 481.

**Transfer of Title.**—Where the seller of goods delivered them to the railroad company for transmission to the purchaser, who was named in the B/L both as consignee and consignor, and this bill was left in the possession of the purchaser, and there was no apparent reservation of title or right by the seller, the title passed as to an innocent purchaser from the original vendee.—*Orillia Lumber Co. v. Chicago, M. & P. S. Ry. Co.* Supreme Court of Washington. 146 Pac. 850.

**Landlord's Lien.**—Under Code 1906, § 1168, providing that any one selling property on which he knows that there is a lien, without informing the buyer of the lien, shall be guilty of obtaining the proceeds under false pretenses, an indictment charging that defendant unlawfully sold one bale of cotton on which there was an existing landlord's lien, without informing the buyer of such lien, and thereby obtained the sum of \$72, was sufficient; and it was not necessary to allege a fraudulent or felonious intent, as the absence of such intent would not be a defense.—*State v. Mitchell*. Supreme Court of Mississippi. 67 South. 853.

**Carrier Liable for Wrong Delivery.**—Where a consignor notified the carrier of his intention to hold it liable under the B/L for a delivery of the goods to a third person, instead of the consignor, to whom the goods were consigned, a reply by the carrier, wherein it advised that the consignor should proceed against the person receiving the goods for the amount due thereon, and that it guaranteed costs and attorney's fees, was an unqualified authorization to the consignor to bring the action, and a promise to pay the costs and attorney's fees, and notice by the consignor of acceptance was unnecessary.—*F. W. Heitmann Co. v. Kansas City Southern Ry. Co.* Supreme Court of Louisiana. 67 South. 895.

**Station Agent's Agreement to Furnish Cars.**—A local station agent has authority to agree to furnish cars and load and receive the same for transportation, and, where he agrees to furnish a car ordered at the customary time in advance, the carrier may not justify a failure to furnish a car on the ground that it was entitled to longer notice.—*J. W. Stewart & Son v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 151 N. W. 485.

**Measure of Recovery for Breach of Warranty.**—Where a buyer does not rescind the purchase, but retains the article, he cannot recover, by counterclaim for breach of warranty of fitness for purpose, the purchase price of the article, but can recover only the proved difference between the value of the article as warranted and as it actually is.—*Detroit Steel Prod. Co. v. Bernheimer S. P. Brew. Co.* Supreme Court of New York. 151 N. Y. Supp. 876.

**Reparation of Unreasonable Rate.**—Where plaintiff paid freight at an alleged unreasonable rate, reparation, applied for and awarded by the Interstate Commerce Commission, was not a penalty, but could only be recovered as damages, and, on the carrier's refusal to pay, an action at law was essential for the recovery thereof, as authorized by Interstate Commerce Amendment Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (Comp. St. 1913, § 8584), providing that such actions shall proceed in all respects like other civil suits for damages, except that on the trial thereof the findings and order of the commission shall be prima facie evidence of the facts therein stated.—*Sou. Pac. Ry. Co. v. Goldfield Con. Mill. & Transp. Co.* U. S. Circuit Court of Appeals. 220 Fed. 14.

**What Constitutes Gambling Transactions.**—A contract for the sale and delivery of a commodity at a future time, where there is a bona fide intention to fulfill the contract and to deliver and receive the commodity, is valid; but if the sale is a mere pretense, a wager on the rise and fall of market prices, and there is no intention to receive or deliver the commodity the contract is contrary to public policy and a violation of the statute. In this case it is held that evidence was introduced tending to support the claim of the plaintiff that the dealings in question were gambling transactions, and that the defendant participated in them and was acquainted with their character.—*Stafford County Grain Co. v. Rock Milling & Elevator Co.* Supreme Court of Kansas. 146 Pac. 1139.

**Carriers' Refusal of Accommodations.**—The practice of a combination of ocean carriers to give rebates to all shippers who ship exclusively by their lines, which tended to secure more regular cargoes and to enable the carriers to anticipate the needs of the trade, is not an unlawful restraint of trade. Where there was evidence, in proceedings by the United States to dissolve a combination of ocean carriers under the Sherman Anti-Trust Act, that one of the members of the combination had refused to carry a cargo for a certain shipper when there was unengaged space on its vessels, an injunction will be issued against the combination and its members to prohibit such practice in the future.—*United States v. Prince Line*. U. S. District Court, New York. 220 Fed. 230.

**Lease of Site on Right of Way.**—A railway company leased to the plaintiff at a rental of \$6 per annum a strip of ground on its right of way to be used in the erection of a grain elevator. The lease contained a provision that the lessee should assume all risk of loss, damage or destruction to the elevator buildings or contents from causes incident to or arising from the movement of locomotives, trains of cars, misplaced switches or in any other respect from the operation of the railroad, whether the result of negligence of the railway company or its employees. Held, that the clause exempting the railway company from liability is not in contravention of public policy, and is valid.—*Griffiths Grain Co. v. St. J. & G. I. Ry. Co.* Supreme Court of Kansas. 146 Pac. 1134.

**Action Against Consignee.**—An action of trespass against the consignee of goods and the sheriff, who levied upon and seized them in the consignee's suit against the consignor, could not be brought in any other name than that of the party who had discounted the consignor's draft with B/L attached and become the owner of the goods at the time of the trespass, even though the consignor had repaid the amount paid for the draft; and such owner could not, either by a sale, or a transfer or a surrender of the B/L or of the property represented by it, or of the draft, confer upon another its right of action for the trespass, but, at most, could confer only a right to prosecute such action in its own name.—*Hood v. Commercial Germ. Tr. & Sav. Bank*. Court of Appeals of Alabama. 67 South. 721.

**Settlement for Weight of Freight.**—A settlement in good faith on the basis of actual shipping weights of a controversy between shipper and carrier over the freight charges on goods transported in larger cars than the shipper requested, coupled with the absence of anything to show that the capacity of the cars so requested was noted upon the B/L and waybill, as is required by a rule in the carrier's tariff schedule, which provides that when larger cars are supplied by the carrier for its own convenience, the freight charges shall be based upon the minimum carload capacity of the cars ordered by the shipper, prevents the carrier from recovering from the shipper the difference between the charge as settled, and the rate based upon car capacity.—*St. L. S. W. Ry. Co. v. Spring River Stone Co.* Supreme Court of the United States. 35 Sup. Ct. Rep. 456.

**Compelling Interchange of Railway Traffic.**—The property of a steam railway carrier is not taken without due process of law, contrary to U. S. Const., 14th Amend., by an order of the Michigan Railroad Commission, made under the authority of Mich. Pub. Acts 1907, act No. 312, § 7, requiring such railway company to interchange with an interurban electric railway, at the point of physical connection in a specified town, cars, carload and less than carload shipments, and passenger traffic, where such order does not require the steam railway company to haul cars to points on the electric railway, but only to permit them to be hauled by the electric railway company, and does not exclude the ordinary remedies for delay in returning the cars, or for loss or damage to them, and does not contemplate that the steam railway company shall be required to permit the use of its cars (or of the cars of other carriers for which it is responsible) beyond its line without compensation.—*Michigan Central R. R. Co. v. Mich. R. R. Commission*. Supreme Court of the United States. 35 Sup. Ct. Rep. 422.

## Suggestions for Barley Grading.

At Chicago, Apr. 7, a score of gentlemen identified with the malting and brewing industries met to consider the grading of barley with the purpose of co-operating with the U. S. Dept. of Agriculture in establishing the contemplated new rules.

It was decided to obtain a consensus of opinion from the trade, and to crystallize suggestions a set of questions will be submitted and answers collected by a special com'te appointed at the meeting, consisting of E. A. Faust, chairman, St. Louis, Mo., rep. the U. S. Brewers Ass'n; Oscar J. Ruh, Chicago, rep. the maltsters; Theo. Sedlmyer, Chicago, rep. the yeast manufacturers; Wm. Goetz, Minneapolis, rep. the elevators and barley buyers; Bert Ball, Chicago, rep. the Crop Improvement Com'te of the Council of Grain Exchanges.

Exact phraseology for each of the different grades of barley was carefully considered, including such considerations as bushel weight, variety, percentage of germination, size of kernel, mesh of grading screens, color and mixtures.



## Meeting of Kansas Co-operative Elevator Managers.

At a joint meeting of the Kansas Co-operative Elevator Managers and Directors of the Jobbing Ass'n held in Manhattan, Kans., April 6th, the uniform system developed by the Government Bureau of Markets and Rural Organizations was endorsed. The meeting, which was held at the Agricultural College, was fairly well attended, and the managers present represented a large scope of territory.

J. J. Greible of Stockton, Kan., was chairman, and A. B. McCulley of Linn, Kan., was secretary of the meeting. While the attendance was not as large as was expected, plenty of enthusiasm was in evidence.

Pres. H. J. Waters of the State Agricultural College addressed a welcome to the visiting delegates and gave a most interesting talk on co-operation and the benefits.

At a meeting held in Topeka, an auditing committee had been authorized to investigate accounting methods and endeavor to arrive at some definite conclusion on a uniform accounting system. The committee reported:

1. Having examined the various systems of accounting used and proposed to be used in co-operative organizations, we wish to recommend the adoption of the system of accounting prepared by the Bureau of Markets of the U. S. Department of Agriculture.

2. That the secretary of the Jobbing Ass'n of the Farmers' Educational and Co-operative Union of Kansas be authorized to take up with the Department of Agriculture the matter of arranging and incorporating into this system of Elevator Accounting a department suited to the needs of co-operative stores, asking that Mr. John R. Humphrey be allowed to work out this department for the business associations of the Farmers' Union.

3. That a state auditor and necessary assistants be provided for, to be under control of the Board of Directors of said Jobbing Association, assessment being levied against each organization whose books are audited proportionate upon the time required.

4. That a Fidelity Bonding Department be established, to be operated in connection with and under the direction of the Insurance Department of the State Ass'n of the Farmers' Educational and Co-operative Union, restricting its operations to Farmers' Union organizations.

The meeting voted to adopt paragraphs 1, 2 and 3 of the committee's report. Paragraph 4 was then referred to a special committee to report at a later date. The committee consisted of N. McAuliffe, of Salina; A. N. McCulley, of Linn, and W. H. Sterling, of Stockton.

John R. Humphrey, of Washington, D. C., Accountant, Office of Markets and Rural Organizations, then explained the government system of accounting. He laid great stress on the necessity of a simple yet thorough system of accounting and the advisability of a uniform system. A general discussion followed.

### AFTERNOON MEETING.

Mr. W. C. Lansdon, Secretary of the Jobbing Ass'n, explained the purpose and object of the association.

One of the interested features of the meeting was furnished by Prof. L. A. Fitz of Milling Industry. Prof. Fitz explained the method of teaching students how to grade wheat and flour.

The following resolution was adopted: Resolved, That we extend a vote of hearty thanks to the Agricultural College

for its co-operation in arranging for and carrying out this meeting, to Mr. Humphrey, representing the Bureau of Marketing of the U. S. Department of Agriculture, for his expert work in the matter of co-operative accounting.

President Griebel then declared the meeting adjourned.

In attendance were A. B. McCulley, Linn; C. E. Huff, Oronoque; Thos. Hayes, Ellis; Charles Lander, Lindsborg; W. C. P. Rhodes, Wakeeney; W. E. Ekey, Lucas; W. H. Sterling, Stockton; J. T. Buening, Goff; A. W. Sandine, Jamestown; W. H. Copsey, Soldier; Louis Krans, Hays; Jos. A. Spielman, Seneca; Frank D. Becker, Logan; M. E. Strain, Kirwin; Ed Rosenquist, Courtland; L. H. Appleby, Formosa; R. A. Lough, Osborne; O. E. Eaton, Webster; C. W. Bradshaw, Randall; Roy Schmitt, Fairview; H. E. Witham, Cawker City; J. J. Griebel, Stockton; T. H. Faucet, Norton, and S. S. Shaver, Lincoln.

## Crop Improvement Notes.

MINNESOTA HOUSE of Representatives has cut the allowance for state aid in providing county agricultural agents from \$50,000 per year to \$30,000 in 1916 and \$20,000 for 1917.

THE COLLEGE of Agriculture, Fayetteville, Ark., announces that it will save the farmers of that state several million dollars annually thru a campaign teaching the destroying of insects.

THE RAG DOLL oat testers of the Crop Improvement Com'ite, Chicago, are being mailed at the rate of several hundred per day, and Bert Ball, Chairman of the Com'ite, estimates that 75,000 persons have already been interested in the simple little device.

COUNTRY BANKERS and merchants are taking hold of the crop improvement idea with far more enthusiasm than the grain dealer, according to Bert Ball, Chairman, Crop Improvement Com'ite, Chicago. To assist the grain dealer in presenting his argument to farmers who are not yet educated along the lines of obtaining bigger yields, Mr. Ball has prepared a number of interesting pamphlets for distribution among the grain trade.

A SUMMARY of the business transacted on a farm, by the month or season, is possible thru the adoption of the Crop Improvement Farm Record, now ready for the market. The book is a ledger, journal and cash account combined, and covers the items of miscellaneous happenings, inventories, money received and paid out, accounts with stores or help, special accounts, cost of crops, year's labor, workmen's time sheet, poultry, egg and breeding record, tables of weights and measures, and instructions for obtaining bigger and better yields. The book is being distributed by the Crop Improvement Com'ite, Chicago, price 25c.

STANDARD MESSAGE RATES of the Western Union Telegraph Co., between New York and San Francisco, and its cable rates from New York to points in England, were pronounced reasonable by the Interstate Commerce Com'n at a hearing in Washington, held April 20.

SEC'y HOUSTON has ordered all employees of the Dep't of Agriculture to refrain from dealing in cotton futures, or, except upon his written permission, from dealing in spot transactions, or the use of information for any but official purposes. The Sec'y's ruling is intended to safeguard against temptations to use official information for improper purposes.

## THE HESS OUTDOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes

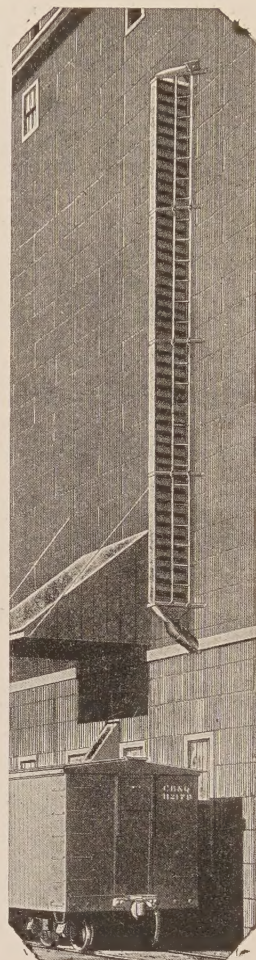
up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

## Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers, Moisture Testers, Corn Grading Sieves and Percentage Scales





## Patents Granted

**Jarring Device for Dust Collectors.** No. 1,135,905. (See cut.) Henry Lechtenberg, Quincy, Ill., assignor to W. T. Lechtenberg. A cam on a rotatable drive shaft is arranged alongside of a hammer block in a casing, the hammer block being provided with a pair of spring pockets.

**Conveyor.** No. 1,136,578. (See cut.) Wallace S. Ayres, Hazleton, Pa. A plurality of links comprise a chain, each link having side members converging toward one end. Means connecting the side members comprise a tubular end to which is connected a plate for supporting a conveyor strip.

**Grain Door.** No. 1,135,918. (See cut.) Andrew R. Peterson, Clarkfield, Minn., assignor of  $\frac{1}{2}$  to Alfred Hulteen, Clarkfield, Minn. On the grain door are hangers sliding on a track which can be shifted laterally into and out of the door opening. The track rail in the upper portion of the door opening is pivotally mounted by arms depending at its ends.

**Elevator.** No. 1,136,773. (See cut.) Guy F. Chapman, Brook, Ind. A hinged drop door is made to form the bottom of a bucket and a door latch is fastened at one end to the bucket while the free end extends to form an arm projecting horizontally from one side. Stationary devices cooperate with this arm automatically to unlatch and reset the door.

**Seed Corn Stringer.** No. 1,135,791. (See cut.) Ray Harden, Lane, S. D. The ears are strung on strands of twine in variable spaced relation hanging from supporting mechanism. Below the twine supporting and crossing mechanism is a yoke containing a pair of twine engaging fingers and a spring for normally holding the rear ends of the fingers in contact with each other.

**Machine and Process of Cleaning Wheat.** No. 1,136,596 and 1,136,597. (See cut.) Orlando M. Friend and Samuel E. Friend, Hannibal, Mo. A casing provided with inlet and outlet for grain provides an uninterrupted space for the agitation of grain in the bulk, a force feed device being mounted between two sets of agitators. A yieldable closure is provided for outlet. Process of treating consists of subjecting the grain to concurrent action of moisture and frictional agitation, continuously decorticating the grain thus treated.

**Grain Grinding Machine.** No. 1,135,313. (See cut.) Wm. F. Moore and Geo. J. Moore, Toronto, Canada. A non-rotatable grinding head has an elongated hollow hub in which is a grain receiving opening. Projecting into the hollow hub is a shaft having a spiral conveyor and driving the rotatable grinding head.

**Automatic Weighing Apparatus.** No. 1,135,379. (See cut.) Sidney H. Johnson, Soho Foundry, near Birmingham, Eng., assignor to the Avery Scale Co., North Milwaukee, Wis. Surrounding the supply gate is a casing extending below the weigh hopper mouth. A flange on the casing forms an abutment adapted to close the mouth of the weigh hopper when the latter is in elevated position.

**Car Mover.** No. 1,134,466. (See cut.) Roman Laframboise, Maple Ridge, Mich. A block seated on the tread of a rail is provided with a longitudinal slot and transverse recesses, within which recesses are pivoted a pair of vertically extending arms provided at their lower ends with jaws adapted to engage the web of the rail. The arms are beveled on their inner surfaces to engage a wedge-shaped block.

**Portable Grain Elevator.** No. 1,135,735. (See cut.) Henry W. Steege, Westgate, Ia. Two superposed operably connected shafts are journaled at the rear of a portable frame, an elevating mechanism being operably connected to the lower shaft. A hopper is hinged to the rear of the frame for movement to one side or the rear of the frame. The longitudinal shaft operates a screw conveyor in the hopper.

**Car Seal.** No. 1,136,447. (See cut.) Voorhees Gilbert Smith, Iola, Kan., assignor of one-half to Luther C. Beatty, Iola, Kan. A strip provided at one end with side edges forms a terminal T-shaped portion, the short portion being bent inwardly to form an overlying catch. A casing carried by the other end of the strip is arranged to engage with the catch, the space between the engaging means providing for passage of the strip.

**Conveyor System.** No. 1,135,316. (See cut.) Samuel Olson, Chicago, Ill. Trays extend horizontally and outwardly from a continuously traveling vertical belt, and these trays load and unload from associated horizontal conveyors, the trays always being kept horizontal by guides, the trays being of interfingering construction. A stationary landing is comprised of a series of upstanding flat-ended fingers positioned to intermember with the fingers of both conveyor trays at the plane of transfer of the load, for momentarily supporting the load to reduce the shock resulting from the reversal of the direction of motion.

## Will Avoid Lightning in Future.

Tho it has been said that lightning never strikes twice in the same place the theory does not sound plausible to B. B. Sheffield, Vice-pres., Commander Elevator Co., Minneapolis. The company's elevator at Randolph, Minn., was recently



Lightning Rods on Elevator at Randolph, Minn.

damaged by lightning and to avoid a possible second loss from the same cause the company has had the plant carefully rodged. The elevator is extremely high, considering its other dimensions, and stands practically alone.

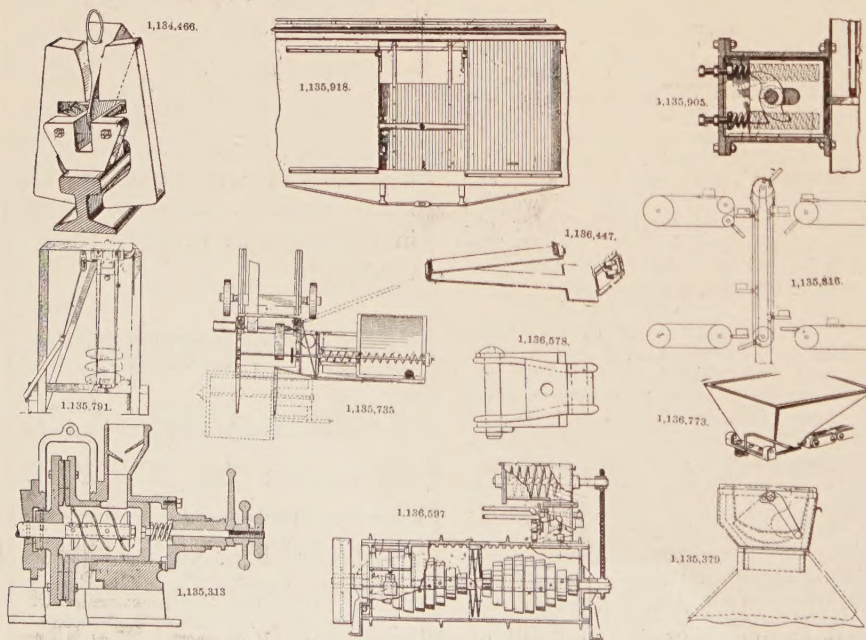
The work of installing the system was given to M. H. Terryll, state agent for the W. C. Shinn Lightning Rod Co., and conforms in every way with the recommendations of the Millers National Insurance Co.

WE DO NOT want to be without the Grain Dealers Journal.—Union Elvtr. Co., New Richmond, Ind.

HEATING and fermentation is believed to have ruined an entire cargo of Manchurian corn recently imported to Seattle in the Japanese steamer Tokio Maru. During the voyage the vessel encountered a storm, and water was forced into its hatches.—H.

MANCHURIAN and Chinese grain is now being offered in the Boston market in competition with American grown products. Thru the opening of the Panama Canal it is possible for foreign exporters to offer this product at Atlantic ports at a price even less than that obtained for American grain. The principal grains thus exported are kafir corn, soja beans and Chinese buckwheat. The Panama Canal has also opened the doors of eastern commerce to California barley, and much of that grain is now at Boston.

ARGENTINE CROPS for 1915 will be above normal, compensating any decrease in acreage. While locusts appeared in the spring they did no apparent damage, and the only drawback occasioned by the heavy rainfalls was a retarding of the movement. The estimated wheat production of the province of Santa Fe for 1915, in metric tons, is 760,000; Cordoba, 1,530,000; and Entre Rios, 240,000 compared with 1914 figures for Santa Fe of 460,000; Cordoba, 865,000; and Entre Rios, 160,000.—Consul William Dawson, Jr., Rosario.





# The GRAIN DEALERS JOURNAL.

ORGANIZED 1902

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LIVERNE, MINN.

For rates, etc., address

E. H. MORELAND, Secretary

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

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JAY A. KING, President GEO. A. WELLS, Secretary

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Regarding Short Term Grain Insurance

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## Shinn Gets There First

### GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The SYKES Company  
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

## GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5 1/4 x 8 1/2 inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

### GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.

## FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

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Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$24,011,664.48. Cash surplus \$531,396.68

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MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO. OF LANSING, MICH.  
GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. OF INDIANAPOLIS, IND.

## DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

## Modern Methods

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The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

## GRAIN DEALERS JOURNAL

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CHICAGO, ILL.

## THE MOST PROGRESSIVE AND LARGEST

feed mills in the country prefer ELLIS DRIED CORN because of its distinctive merit. The corn is dried evenly and consequently cracks clean into feed or rolls into meal of highest quality. Then too, the color of the corn is not dulled or faded during the drying process, in consequence of which, it makes a feed of bright and attractive appearance. And of first importance—feed grinders know that owing to the evenness with which every kernel is dried, the feed or meal may be packed and stored for an indefinite period of time without fear of deterioration.

If you anticipate the installation of a grain drier it will pay you well to investigate our claims.

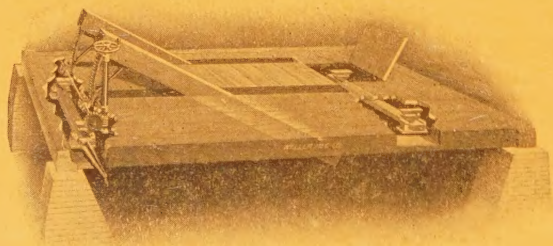
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The Weller Worm Geared Wagon Dump has no chains to break and no brake to slip and injure horses or wagons.

Does away with all former objections and is self-locking in any position.

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Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the DAY first. Yours truly,  
WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed FOUR separate dust collecting systems for that company.

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